CYCLE NEWS®

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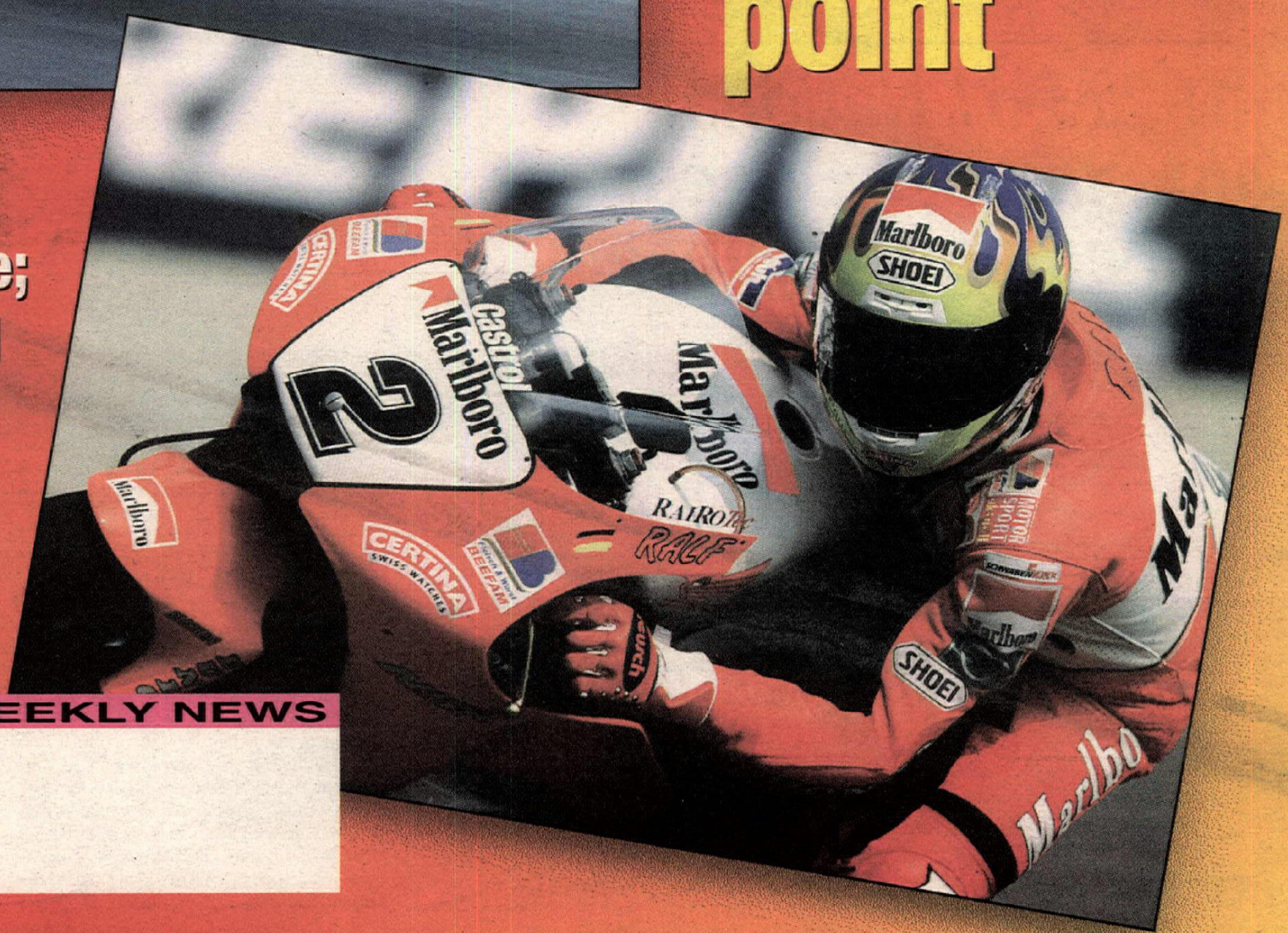
Catalunyan Grand Prix

Doohan makes history; Waldmann makes his point



PLUS: The Minnesota Mile; Grand National Cross Country; World Trials; World MX and more...

TIME DATED MATERIAL MAILED SEPTEMBER 16, 1997

TIME DATED WEEKLY NEWS

Willie Price (H-D) took the 800cc-class win at the AMA National Championship Hillclimb round in Steel City, Pennsylvania, on September 14, with a single, blisteringly fast ride. Price turned in a time of 7.8751 seconds, beating **Paul Zander** (BSA) and his time of 8.5428 by a wide margin. **Rodney Williams** (H-D) was third on a 8.5469-second run. In the 540cc class, **David Watson** (Hon) took the win, followed by **Paul Pinsonnault** (Hon) and **Rick Soter** III (BSA).

Spud Walters (Kaw) won the 250cc Pro class for the second week in a row at round two of the CMC/SunStar Trans-Cal Motocross Series held at the Quail Canyon OHV Park near Gorman, California, on September 14. **Chris Wheeler** (Suz) and **Billy Mercier** (Kaw) finished second and third, respectively. In the 125cc Pro class, it was Wheeler taking the win, followed by **Casey Lytle** (Hon) and Walters (Yam).

Donovan Mitchell (Yam) won the 125cc Pro class during the Northern California round of the CMC SunStar Trans-Cal Motocross Series, held in Marysville, on September 13. **Brett Racine** (Kaw) won the 250cc Pro class and also finished second in the 125cc class.

According to reports from Europe, 1996 World Superbike Champion **Troy Corser** is set to sign a contract with Ducati for the 1998 World Superbike Championship. Corser will race in the Ducati Corse factory team that is run by Virginio Ferrari, and he will likely be joined there by Pier-Francesco Chili. This means that former World Champion **Carl Fogarty** will more than likely sign a contract that will see him aboard a factory Suzuki GSXR750 for the 1998 World Superbike Series.

Dan Murphy, the man who promoted the U.S. round of the World Superbike Championship at Laguna Seca Raceway, was an interested visitor to the Catalunyan Grand Prix on September 14. When contacted about his trip to the Grand Prix, Murphy confirmed that he would like to see a second international road race in the United States in 1998 - either in the form of a second World Superbike event or possibly a Grand Prix. According to Murphy, the Laguna Seca round of the World Superbike Championship is in jeopardy because the Flammini Group is asking for "a significant increase" for 1998 - even though Murphy has a five-year contract to run the event. Murphy will be meeting with representatives from the Flammini Group in Albacete, Spain, on September 21. Murphy mentioned four tracks as possible hosts for an international event: Road Atlanta, Road America, Laguna Seca and Mid-Ohio.

Road racer **Randy Renfrow** returned to his Virginia home on Saturday, September 6, only four days after undergoing surgery to repair his broken lower leg. Renfrow was injured when he crashed in the AMA 250cc Grand Prix final at Sears Point Raceway in Sonoma, California, on August 31. "I'm getting better all the time," Renfrow said from his home. "I'm not ambulatory, and I can't use a crutch because of my broken shoulder. They basically stick me in a chair in the middle of the room and surround me with stuff. Then they come back and check on me in the afternoon."

Roland Sands, the racer who was involved in the accident with Randy Renfrow, is also at home recuperating from the crash and will miss the final round of the series in Las Vegas due to a damaged liver and lung. "Basically, I don't know what Randy thought I said to him in the hospital," Sands explained. "I just told him: 'Dude, that was a gnarly crash. I don't really know what happened and I don't know if it was my fault. But if it was, I'm sorry.' I did hit his rear tire, there's no doubt about that. It looked like he hit the brakes; he scrubbed off a bunch of speed all of a sudden and I hit him. I really tried to avoid hitting him and it didn't happen. Healthwise, I'm not as good as I'd like to be. Basically, I bruised my lung pretty bad and cracked my liver. It's basically pretty screwed up. I won't be racing in Vegas, but in six weeks I should be okay. I guess I'm the lucky one. It's a bummer what happened to Randy. It's the worst thing that could happen and I feel bad for him. It sucks. I don't really know what to say because I don't know what happened. I watched the video, and the speed between us changed drastically. He slowed down and I stood the bike up a ways before I hit him."

Lucky Strike pulls out

Lucky Strike announced on September 15 that they are leaving Grand Prix motorcycle road racing after a 12-year involvement in the sport. The sponsor of the works Suzuki team since 1989, Lucky Strike first entered GP road racing three years earlier as the sponsor of Kenny Roberts' Yamaha squad of Mike Baldwin and Randy Mamola.

Lucky Strike is most likely to resurface next year in Formula One car racing, making them the second high-profile tobacco defection to F-1 in the past four years. In 1993 Rothmans pulled out after being involved with the sport for nine years to back the Williams-Renault F-1 team.

Suzuki, however, plans to continue in Grand Prix racing. In fact, the team is planning on having three riders in 1998 and efforts to secure sponsorship are ongoing. Even if no suitable sponsor is found, the team will continue on, team manager Garry Taylor said at the Catalunyan round.

"I want to thank Lucky Strike," Suzuki's Mitsuo Itoh said. "They have been a great sponsor and together we've achieved tremendous success, including 20 Grand Prix wins and the 1993 World Championship."

"It is necessary in a highly competitive environment to monitor and evaluate our marketing programs on a continuing basis," said Tom Moser, director of global sponsorships for British-American Tobacco. "This was a difficult decision, but it reflects a change in our global priorities for the Lucky Strike brand. We've been pleased with our association with Garry Taylor and Suzuki and sincerely thank them for their efforts over the past eight years. The program has been very effective in achieving the objective of raising awareness of the Lucky Strike brand. We are certain that the team's fine record of achievement will assist it in finding a suitable alternative backing for 1998 and beyond."

Team Pro Circuit/SplitFire/Kawasaki has announced its team for the 1998 AMA Supercross and Motocross seasons. **Casey Johnson** has been retained and will ride the 125cc Western Regional Supercross events along with **Nathan Ramsey**, who rode for Team Suzuki in '97. In the 125cc Eastern Region, 1997 125cc National Champ **Ricky Carmichael** will be joined by up-and-comer **Nick Wey**. All four riders will then contest the entire AMA 125cc National Motocross Series. David Pingree and Craig Decker have been released.

As a reminder to those who are planning to attend the **1997 *Cycle News* Dual Sport Jamboree**, the ride has moved from the traditional location at Big Bear's Barton Flats to a new location in Lake Silverwood. More information is available from the advertisement on page 41 of this week's issue.

New Trials World Champion **Doug Lampkin** announced after the final round in Germany on September 7 that he had signed a new two-year contract with Beta. Lampkin had been expected to hold back and await the expected bidding war between Beta and the ambitious Spanish outfit Gas Gas. But he is known to like the Beta setup and gets along well with the owners and technicians of the Italian company. Also, the development setup with Donato Miglio is working well for the British rider. "I have signed with Beta for two years - that's it, really," Lampkin said after returning home for a celebration of his championship, a championship that is the Beta marque's first since Jordi Tarres took his fourth for them in 1991.

Seven-time World Trials Champion **Jordi Tarres**, the most successful rider ever in the series, officially annouced that the German trial was his last-ever World Championship event. Tarres received a huge cheer for signing off in a great third place. The Spaniard won four World Championship for Beta (1987, '89, '90, '91) and three for Gas Gas (1993-95). Tarres is reportedly looking at a move into car rallying with the Spanish Seat team, though he admits that he is still unsure of his future plans.

Gas Gas is seeking a top World Championship-class rider to send to the United States for a high-profile sales push in 1998. Spanish star Joan Pons is said to be interested, but his poor English skills make his being chosen unlikely. Steve Colley would seem a more likely candidate, though he is reluctant to leave the championship scene. A favorite for the job could be Tommi Ahvala, currently riding on a semi-works Montesa in a deal funded mainly from France. Ahvala, World Champion for Aprilia in 1992, has little left to prove on the World Championship front, as well as being multilingual and an excellent PR man.

Kawasaki Motors Corp. USA has announced that it will continue selling the 1998 KDX200, KDX220R and KLX300R enduro and off-road motorcycles in California as closed-course competition motorcycles.

The fifth annual **Ladies World Cup Motocross Championships** will be held on October 5 in Radium, British Columbia, Canada. In addition, the United States Women's Motorcycle League has confirmed that it will field a team consisting of Dee Wood, Kristy Shealy and Traci Fleming in the event.

The AMA has announced the dates for the next three years of the **AMA Amateur and Youth National Motocross Championships** - August 3-8, 1998; August 2-7, 1999; and August 7-12, 2000. Held annually at Loretta Lynn's Ranch in Hurricane Mills, Tennessee, the '97 edition of the race saw more than 900

1998 PJ1 National Arenacross Series schedule announced

PACE Motorsports has announced the 1998 PJ1 National Arenacross Series schedule. The national series will increase to 14 venues for 1998, which include four new cities: Hampton, Virginia; Sacramento, California; San Francisco, California; and Salt Lake City, Utah. The series will pay out $280,000 in prize money plus a $100,000 rider point fund. The SBS Brakes $5000 Dash for Cash rider point fund will also return for a total of $105,000 end-of-year rider payout. Manufacturer contingency will be supported by Suzuki, Yamaha and Kawasaki.

November 14-16	Memorial Center	Des Moines, Iowa
November 21-23	Pepsi Arena	Albany, New York
December 5-7	MetroCentre	Rockford, Illinois
January 2-4	Will Rogers Coliseum	Fort Worth, Texas
January 9-11	Lazy E Arena	Oklahoma City, Oklahoma
January 16-18	Niagra Falls Arena	Niagra Falls, New York
January 23-25	Hampton Coliseum	Hampton, Virgina
January 30-February 1	New Haven Coliseum	New Haven, Connecticut
February 6-8	Lawrence Joel Vets Memorial	Winston-Salem, New York
February 13-15	Wisconsin Center Arena	Milwaukee, Wisconsin
February 20-22	Denver Coliseum	Denver, Colorado
February 27-March 1	Arco Arena	Sacramento, California
March 13-15	Cow Palace	San Francisco, California
March 20-22	E-Center	Salt Lake City, Utah

riders competing in 30 different classes. The **1998 International Six Days Enduro** will be held in Traralgon, Victoria, Australia, on November 10-15. The 1998 event will be the 73rd running of the ISDE.

Privateer motocross racer **Jeff Dement** has inked a deal that will see him sponsored by 2Xtreme Performance International for the 1998 racing season. 2Xtreme manufactures and distributes sports drinks and training supplements. The new team - **Team 2Xtreme** - will compete in the 125cc class in the Western rounds of the AMA Supercross Series and the 250cc class in the Eastern rounds, and in the 125cc outdoor Nationals. For more information, call 800/917-9770.

Tom Morgan Racing is now accepting resumes for the 1998 motocross racing season. Resumes may be sent to TMR, 1624 Linda Drive, Lake Havasu City, AZ 86403.

EVS Sports Protection is currently accepting resumes for the 1998 racing season. Resumes can be sent to EVS Sports Protection, 2900 Airport Ave., Suite F, Santa Monica, CA 90405, Attn: Brad Cameron.

CryoLabs is also accepting resumes for the 1998 racing season in motocross, road racing and drag racing. Resumes can be sent to Cryolabs LLC, 25584 Serpens Ct., Sun City, CA 92586, attn: Kyle Parsons.

Penguin Racing Schools will hold a school at Daytona International Speedway in Daytona Beach, Florida, on Monday, October 27, featuring two courses: basic license certification and advanced with CCS National Champion Eric Wood. For more information, call 508/339-4673.

Four-time World Champion **Eddie Lawson** was on hand at Willow Springs Raceway in Rosamond, California, on August 27, consulting with track staff on the placement of gravel traps and curbing. "I'm happy to help out," Lawson said. "This is where I started road racing, on an Italjet 50. My whole career started here. Had it not been for the Huth family (the owners of Willow Springs), I might have never been a road racer. Now the shoe's on the other foot and I'm working from the promoter's side. I can tell the riders what I was always told when I was racing: 'Ride it.' If the riders don't like where the curbs are - tough. That's where *I* like them," Lawson joked. "I think the AMA race here next April will be really good. I think the guys who haven't rode here in a long time will be pleasantly surprised at all the changes." The AMA Superbike Series visits Willow Springs April 24-26, 1998.

Australia's first-ever 500cc World Champion **Wayne Gardner** partially blames the mega-dollar contracts signed by today's young riders for Anthony Gobert's recent dismissal from Suzuki for testing positive for a banned substance, according to *Cycle News* contributor Darryl Flack. "It's really silly," Gardner said. "Obviously, the same temptations were around when I was racing, but we were too dedicated to even think about it. I think that the big money some of the riders are earning early in their careers is the problem. Everything comes too quickly and temptation takes over, so you lose focus and dedication."

Participants in the **Cal Expo Vintage National Mile** scheduled for September 28 can avoid the registration line on Sunday by **preregistering** on Saturday, September 27, at the Best Western Expo Inn, 1413 Howe Ave., from noon to 3 p.m. Pit passes and parking passes will be available. Post entries will be accepted at that time as well.

MARRIED: Drag-racing legend and Vance & Hines Ducati team owner Terry Vance to longtime girlfriend Leslie Blewett in Pleasanton, California, on September 7.

MOVED: Galfer USA, to 5788 Dawson Ave., Goleta, CA 93117, 805/967-2726, 805/683-6102 (fax).

OPENED: CryoLabs' home page on the World Wide Web. The site can be found at the following address: http://www.cryolabs.com.

AUTOGRAPH SIGNING: At the Sacramento Shriners in Sacramento, California, on Friday, September 26, at 11 a.m. Danny "Magoo" Chandler, Ricky Graham, Joe Kopp, Davey Camlin, Mike Hacker and Nate "Gator" Wait are scheduled to appear. For more information, call 916/367-2818.

OPENED: DSC, a motorcycle accessories and Fineline Suspension dealer, at 556 Riverdale Drive in Glendale, California.

OPENED: Zing Racing Products' home page on the World Wide Web. The site can be found at the following address: http://www.zing-racing.com.

BORN: James Robert Gonter, to *Personal Watercraft Illustrated* advertising salesman Tom Gonter and his wife, Sherri, on September 11, in Orange, California.

OPENED: Fast Forward Racing, a company specializing in DTX conversions and mail-order engine rebuilds, at 2315 S. Stoughton Rd., Madison, WI 53716, 608/222-5761.

HIRED: Brian Cornelius, as sales manager for the motorcycle/powersports division of K&N Engineering. Cornelius most recently worked as a buyer for Parts Unlimited in Wisconsin. For more information, call 800/858-3333, ext. 1116.

CORRECTION: The Free Consumer Parts/Accessory Kits mentioned in the 1998 Kawasaki KX125 and KX250 Riding Impressions in the September 17, 1997, Number 37, issue of *Cycle News* are available only through Team Green Dealers through December 31, 1997. Additionally, both motorcycles received neoprene-braided front brake lines and not steel-braided brake lines as indicated in the stories.

Belgians win, Americans falter at Motocross des Nations

The U.S. entry in the 1997 Motocross des Nations suffered a humiliating defeat on a muddy, hard-packed track in Nismes, Belgium, on September 14. The Team USA trio of Jeff Emig, John Dowd and Steve Lamson had a miserable time on the muddy, one-lined circuit that was the result not of bad weather, but rather an extreme case of overwatering. Belgium, the host nation, won the event by eight points over a surprising Italian entry (23-31), who finished another three points ahead of Great Britain in third. Team USA, the defending race champion and winner of the last 14 of 16 des Nations titles, finished an uncharacteristic eighth.

The Americans had a miserable time on the Nismes track, which was carved from the remains of an old stone quarry, rather than the usual Belgian track surface of loamy sand and dirt. The track was slick and rocky. When the track crews poured an obscene amount of water on the track both before and after practice, the thin layer of topsoil that did exist became soupy and, eventually, one-lined.

The track did not play into any one team's hands, although it was rumored that the track was saturated to help Belgium's Marnicq Bervoets and Joel Smets, who excel in the mud. Regardless, it badly affected the Americans. Honda's Lamson crashed in both of his outings and was relegated to 21-15 showings. Yamaha's Dowd was running third in the combined 125/250cc moto when his engine began to sputter and fail, forcing him out of the race altogether. Kawasaki's Emig was a solid second in the combined 125/500cc moto but then struggled to 12th on a drying track in the final race.

The star of the event was Germany's Pit Beirer, who guided his 250cc Honda to a pair of runaway wins in the 125/250cc and 250/500cc motos. A very surprising James Dobb of Great Britain was the highest-scoring 125cc rider via his 11-6 overall scores, which would have been a 3-1 in the 125cc class under the old scoring system. The 500cc-class winner was Belgium's Joel Smets, who went 3-5. His teammate, Stefan Everts, the pre-race favorite, finished 2-3 in the 250cc class, and the other Belgian, Bervoets, was the third-fastest 125 with 10-10 finishes.

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VOICES
LETTERS TO THE EDITOR

Gunny's annual address

Each year after returning from the ISDE, I like to take a few days to recover and go over in my mind all that happened. This year was unique to say the least, with the containers and motorcycles not showing up until the last minute, the riders forced to frantically put the bikes together and hoping everything was all right - and then the organizers cutting short our impound time. All in all, I think our riders gave an outstanding account of themselves, having 32 finishers (33 when you count Mark re-impounding) out of 36 starters.

First off, I'd like to thank our sponsors who help the riders with generous donations of products or money: Bruce Porter and Arai Helmets; Malcolm Smith Racing; ProGrip; Metzler Tires, Cycle Gear, CRD, Acerbis, Smith, Scott and Oakley goggles; Bel Ray Oils, Cycra Racing Systems; and Dirt Rider magazine. Thanks to *Cycle News* for their support, too.

Next and most important are the workers: Chris and Diane Hardy; Ruthann Welge; Dave Dahmer; Len Hofmann; Delena Everland; Tony and Laurie Tellier; Don Ebright; Randy Walker; Cody Mastin; Titas Rivas; Pat and Larry Schmelzle; Jim Stouffer; Lynn Ennis; John; Sabra; Dos Piggott; Loretta Smith; Agniestka Losos; Sandy Palanske; Faye Campbell; Tom, Linda and Mick Ady; Mickey and Mary Meyer; Bob Simpson; Warren Campbell; Pete and Michele Storrie; Cheryle Graber; Ryan Wagner; Jim Hogan; Floyd and Shawn Stretch; Bruce Wakeley; Elwood Smith; Jason Hendrix; Brent Hensley; Tom Ebersole; Doug Groff; John Cochran; Steve Combs; Ron Less; Jody Hall; Cleo Smith; Debbie Ebright; Bernardine Golden; Mariann Hatch; Beaze; Ted Swartz; Lori Hamilton; Cathy Belan; Denise Hatch; and many others. For all those who worked so hard and I forgot to list your names, I greatly apologize. The omission was not intended.

Lastly, two thank-yous to Franco Acerbis and his people who helped tremendously in trying to find our missing bikes and container, and then gave us a wonderful tour of their new facility. And to Hugh Fleming and Debbie Sheldon (still in the States) for their tireless work before and during the six days, and the special surprise they had for me.

I really cannot thank everyone enough for their hard work. It's not easy being thrown together as strangers and becoming a well-functioning support/check-point crew, but you guys always make it happen.

Thank you very much.

Gunny Claypoole
Beaverton, OR

Points race?

What is it with the current points system in AMA road racing? I thought the whole objective of the governing body is to try to keep the racing close and competitive. Now it seems that the only racer who is capable of running up front and competing with Miguel DuHamel now has no incentive to do so. This is a result of the current points system. How a rider can win one race and still lead the championship when another has won four, is beyond me. We have seen (more than once) Chandler talk to the cameras and say that he could have raced with Miguel, but decided to hold back and "play it safe for points." Need I say more?

On another subject, when might the southern portion of the country expect a race in our neighborhood? The two closest races to here (Houston - the fourth largest city in the United States) are Daytona (1100 miles) and Albuquerque (1300 miles). With the Dallas/Fort Worth area only 300 miles away, why do we have no National races closer than 1000 miles?

Doug Harris
Kemah, TX

And again

Not too long ago, Thomas Stevens captured the AMA Superbike Championship while actually only winning one race. As I recall, a lot of folks seemed pretty bent about that. Some motojournalists even seemed to imply that Stevens was pretty much a wuss because he was always going for points instead of the top of the podium. There were calls for the AMA to change its points system, and Stevens seemed to be awarded very little of the respect a Superbike Champion is due.

Now this year it seems quite likely that Doug Chandler will win that very same championship with just one race victory. I have yet to hear a single voice raised in protest to this. No one is talking about changing the way the AMA should award the points next season. Now, I'm not bagging on Chandler, because I think he's great, but I just can't help but wonder why there seems to be a double standard here.

Jens Haerter
San Diego, CA

The subject was addressed in last week's Teardown column... Editor.

Come South, AMA

I agree with Gordon King's letter (Issue #36, September 10) - with seven AMA road races way west of the Mississippi and four of the remaining five in the northern United States, the South is getting the shaft again in 1998.

I attended the 1994 AMA final at Road Atlanta and it was one of the best races of the year. Although the track has experienced ownership problems in the past, it is now owned by Don Panoz (Panoz sports-car designer) and improvements to the facility continue to take place.

With the South being one of the fastest-growing market areas in the nation, it doesn't make sense that the AMA is ignoring it - business- or fan-wise.

Scott Bolton
Atlanta, GA

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ON THE FRONT COVER

Michael Doohan and Ralf Waldmann won the 500 and 250cc Grand Prix of Cataluyna, respectively. Doohan is already World Champion, Waldmann now leads the 250cc points chase. Photos by Gold & Goose.

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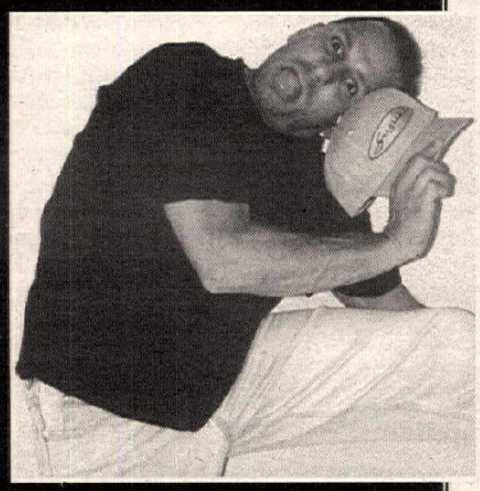
Championship battles reach critical mass this month on MotoWorld. Finals! We've got them all! The Four-Stroke National MX Series Final, the Women's National MX Series Final, the ATV National Series Final. Plus, AMA National Superbikes from Colorado, Canadian Superbikes from the Great White North, Hill Climbs, Trials, NHRA Drag Bikes! Emig and RC may clinch their titles in AMA National Motocross action! Don't miss it! Be the first on your block to watch! Only on MotoWorld!

Titles are on the line and the money is on the table as the AMA Motocross Series heads towards its closing rounds. Who would have thought that rookie sensation Ricky Carmichael would so dominate the 125cc class? Can he clinch his first title this month? Can you believe the forever young John Dowd is second in points to Jeff Emig for the 250cc title? Who will wear the big number one plate at the end of the season? They might decide this month. All action and nothing but action! Don't miss it!



MW2 Rev It Up joins up with Hollywood stars like Grant Show and Perry King of Melrose Place and Jay Acovone of Stargate SG-1, for a celebrity match race. Can Jerry win as he climbs into the driver's seat of a Legends car to take on the stars at Tustin Thunder?! Then its off to the Great Lakes as Bernardo joins Team Suzuki's Mark Hyde and Mike Webb, plus Honda's Scott Summers and Jeff Stanton for six days of off-road madness at the Six Days of Michigan. More stars, more cars, more dirt! On MW2 Rev It Up!

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HERE'S THE MENU:

espn2

Date	Eastern Time	Description
8/10	1:00 PM	MW2 Rev It Up
	3:00 PM	Troy, OH Motocross
8/11	4:00 AM	MW2 Rev It Up (R)
8/13	4:00 AM	MotoWorld (R)
	3:00 PM	Troy, OH Motocross (R)
8/14	12:00 AM	Troy, OH Motocross (R)
8/16	6:30 AM	MotoWorld
8/17	11:30 PM	MotoWorld (R)
8/18	5:30 AM	MotoWorld (R)
8/22	11:30 PM	MotoWorld
8/23	12:00 PM	MW2 Rev It Up
	1:30 PM	Millville, MN Motocross
8/24	10:30 PM	MotoWorld (R)
8/26	2:00 AM	MW2 Rev It Up (R)
8/27	12:00 AM	Millville, MN Motocross (R)
	2:00 AM	MotoWorld (R)
8/28	7:30 PM	MotoWorld
8/30	10:30 PM	Washougal, WA Motocross
9/2	6:30 PM	MotoWorld (R)
9/3	4:00 AM	MotoWorld (R)
9/4	12:00 AM	Washougal, WA Motocross(R)
9/5	7:30 PM	MotoWorld
9/6	3:30 PM	Binghamton, NY Motocross
9/7	1:30 PM	MotoWorld (R)
9/10	3:30 AM	MotoWorld (R)
9/12	3:00 PM	Binghamton, NY Motocross (R)
9/13	12:00 PM	MW2 Rev It Up
9/14	11:30 AM	MotoWorld
	8:30 PM	MotoWorld (R)
	1:00 PM	Delmont, PA Motocross
9/15	2:00 AM	MW2 Rev It Up (R)
	3:00 PM	Delmont, PA, Motocross (R)
9/17	4:00 AM	MotoWorld (R)
9/19	7:30 PM	MotoWorld
9/20	6:30AM	MotoWorld (R)
9/21	2:00 PM	MW2 Rev It Up
9/23	2:00 AM	MW2 Rev It Up (R)
	3:00 PM	Irving, TX Supercross (R)
9/24	4:00AM	MotoWorld (R)
9/26	7:30 PM	MotoWorld
9/28	12:30 PM	MotoWorld (R)

THIS WEEK'S SPECIALS:

AMA Supercross Series

125cc 250cc AMA Motocross

MotoWorld

MW2 Rev It Up espn2

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Historic Doohan

By Henny Ray Abrams
Photos by Gold & Goose

MONTMELO, SPAIN, SEPT 14

Michael Doohan made history again today by becoming the first rider to ever win 12 500cc Grands Prix in one season with a thrilling victory over a pair of upstart Spaniards before a crowd of 54,000 on an overcast day at the Marlboro Catalunyan Grand Prix.

The 32-year-old Australian, who wrapped up his fourth World Championship in the previous race, fought a hard battle with Team MoviStar Honda Pons' Carlos Checa and Doohan's own recovering Repsol Honda teammate Alex Criville to take his 12th win in 13 tries by .432 of a second. Such was Checa's pressure over the final three laps that it compelled Doohan to set a new lap record on the penultimate tour of the 2.94-mile Circuito de Montmelo to help secure the victory. But even then it wasn't done. A long, lurid slide not far from the finish was proof that Doohan was still hard at it and knew the victory would not come easily.

"It was a close race," Doohan said. "Alex (Criville) was pushing really hard. I thought Alex, with his injury, would drop off toward the end. But he toughed it out and he was there at the end. Carlos (Checa) was riding really strong and making a move whenever he could. He was losing a lot of time coming onto the straight and I was getting past him quite easy getting down the front chute."

By winning the 46th 500cc GP of his career, Doohan took outright ownership of the single-season win record that he shared until this weekend with 15-time World Champion Giacomo Agostini.

It was a record that had stood for 25 years, with Agostini setting the mark in 1972.

"I decided before the start of the race to race with the others, not to try to follow on," said Checa, who survived a horrific practice crash. "In the last races, I made some mistakes and I didn't want to make some mistakes here."

Third went to Criville, his left hand not quite 100 percent, but good enough to get on the box for his home Grand Prix. He was 1.3 seconds behind Checa.

"I'm so happy to be on the podium," Criville said. "My aim was to try to be on the podium. Two months ago, I didn't know about my future. Now I know it. My hand is getting better. It was very hard. In the beginning it was good, but in the end I couldn't press the clutch and I lost a lot of time."

Then came the first Yamaha, in the hands of Red Bull Yamaha WCM's Luca Cadalora. The Italian veteran always lurked toward the tail end of the lead pack, but was never able to break into a podium position due to what he thought was a lack of acceleration, even though he was using new cylinders and electrics.

He was, however, able to dispatch Rheos Elf F.C.C. Technical Sports' Nobuatsu Aoki, who ran in second early, then third and fourth for much of the race. Cadalora passed him with seven laps to go when Aoki's soft rear tire let him down.

Repsol Honda's Tadayuki Okada was next, the Japanese rider's first race with the non-"Big Bang" engine similar to Doohan's. It wasn't a successful outing and he said he'd be back on the more familiar engine for the next race. A pronounced lack of rear-tire grip meant that it took all he had to just beat his V-twin-mounted teammate Takuma Aoki.

Equaling his best result of the season, Marlboro Team Roberts' Kenny Roberts' Jr. finished eighth on a machine considerably altered to suit his tail-sliding style.

"I had a lot of fun today," Roberts Jr. said. "My team did a great job during the tests, so I can start squaring off the turns the way I like. We still need more time with this chassis setup, though. We're definitely headed in the right direction, but we need a few more races to get it really right."

Then came the Elf of Juan Borja, less than half a second back and about four in front of the newly enlarged Aprilia V-twin of Doriano Romboni, the Italian suffering flu-like symptoms.

Then came the disappointed. Marlboro Team Rainey's Norifumi Abe was 12th, behind the private Honda V-twin of Regis Laconi. Red Bull Yamaha WCM's Kirk McCarthy was 13th, just in front of another private Honda V-twin, this one ridden by Jurgen van der Goorbergh. MoviStar Honda Pons' Alberto Puig was 15th, the last points-paying position, with the Spaniard finishing just in front of the Elf of Jurgen Fuchs. Then came Lucky Strike Suzuki's Daryl Beattie in 17th - his worst finish ever.

Marlboro Team Roberts' Jean-Michel Bayle was a non-finisher, his bike slowing gradually with the Frenchman suspecting crank problems. And Yamaha Team Rainey's Sete Gibernau didn't finish either, with the Spaniard getting punted out into the gravel in the first corner.

In winning, Doohan nearly doubled his championship lead over Nobuatsu Aoki. With two rounds to go, he leads Aoki 320-166. Okada is third with 159 and Criville takes over fourth with 131.

Marlboro Honda's Ralf Waldmann made a heroic comeback after running off the track early in the 250cc Grand Prix. The German took not only the win but also the lead in the World Championship.

Starting from the pole position, the veteran had the race under control on the fourth lap when he missed his brake marker and ran off into the gravel. Rejoining the race in eighth, he was several seconds behind the lead pack when he began gnawing his way back two positions at a time.

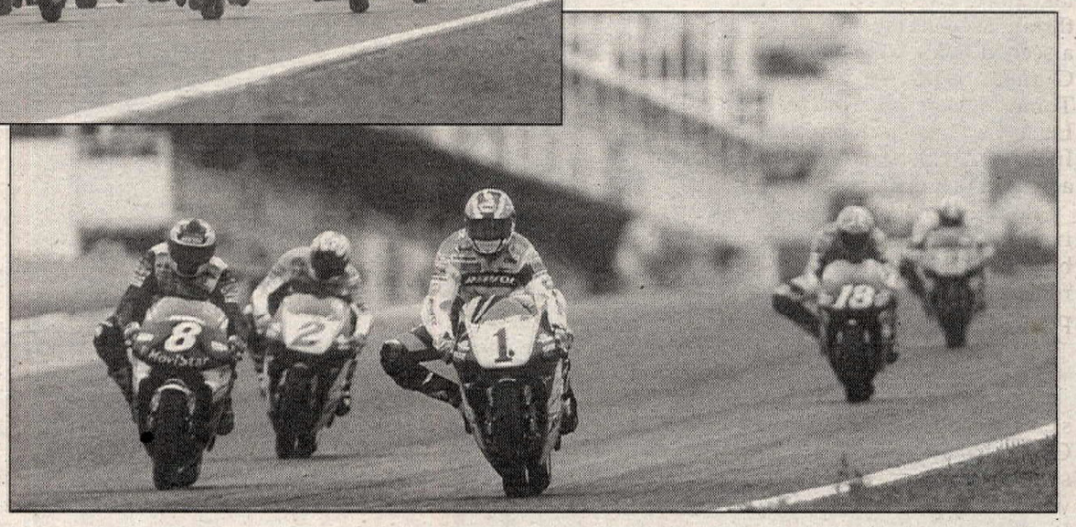
Sixth on the sixth lap, then fourth on the 11th, and up to second the next lap, he hounded leader Max Biaggi, who took over the top spot on the 12th of 23 laps, right up to the final lap. Waldmann got back into the lead by using the draft at the end of the long front straight. Biaggi wasn't ready to concede and made a run a few turns later, but hit a false neutral between first and second. That cost him the draft, the win, and a place in the championship.

"I had a big slide behind Max, and Max want that I pass him," Waldmann said. "But I won't do this favor. I go behind him and then in the last lap I can pass him out of the slipstream, but then he go again in front of me and I go again in front of him and then I drive, only I have a better line. So he has no chance to pass me and it was, for me, maybe my best race."

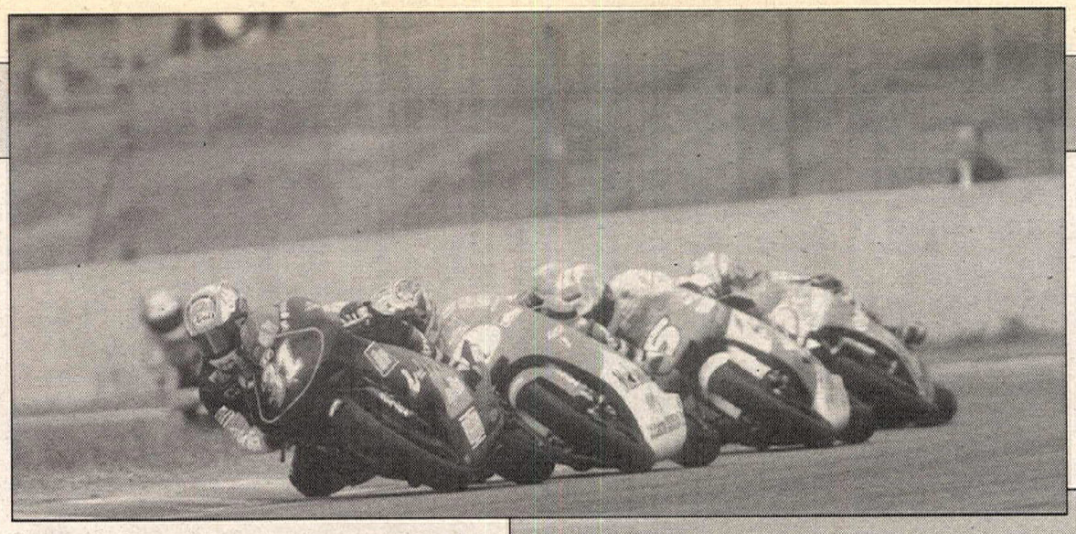
"Basically I was fighting for winning but in one curve, when I change from first gear to second, I get a neutral and I lost the chance to win," Biaggi said after finishing .550 of a second behind. If there was any consolation, it was that a third Honda - that of Benetton Honda's Tohru Ukawa - was able to sneak by the struggling Tetsuya Harada and his Aprilia with two laps to go and take third, stealing valuable championship points.

"It was an exceptionally bad day for me because I also had tire problems and lost the lead in the championship," Harada said.

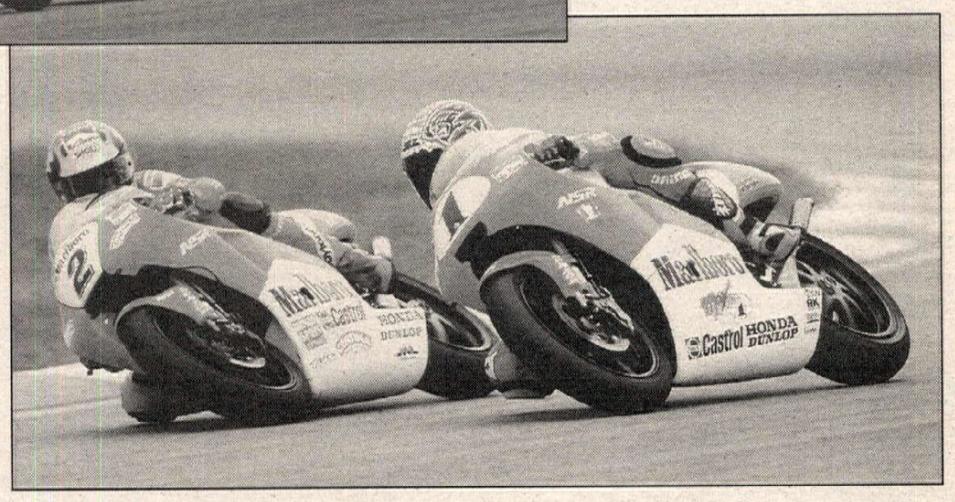
With two races to go, Waldmann



(Above) The Catalunyan 500cc Grand Prix gets under way with a wheelying Carlos Checa (8) trying to get the jump in his home GP.
(Right) Michael Doohan (1) battled with Checa and Alex Criville (2) for nearly the entire race. In the end it came down to Doohan vs. Checa. Guess who won?



(Left) The 250cc Grand Prix was led early on by Tetsuya Harada (31), but he was ultimately passed by three Hondas. (Below) The 250cc GP was eventually fought out between two men: Ralf Waldmann (2) and Max Biaggi (1). Waldmann won.



leads the charts with 214 points - three more than Harada and nine more than Biaggi.

After making an early break, Team UGT 3000's Kazuto Sakata ran into engine problems, which allowed new World Champion Valentino Rossi of the Nastro Azzurro Aprilia team to run him down and win his 10th 125cc race of the year.

The margin of victory, after the 22-lap, 64.62-mile race, was 6.002 seconds, with most of that gained in the final two laps, as the engine problem on Sakata's Aprilia proved nearly terminal.

The problem began after five laps, with Sakata saying that his engine lost about 1000 rpm. His lead at that point was 4.5 seconds, and from then on it began to dwindle. Rossi kept hammering away, and on the 17th lap took the lead. Quickly, he pulled out a one-second gap, then kept adding to it.

Sakata's second was secure with the pack behind him not able to make a run at the leaders, though he felt lucky to have finished.

The pursuers were a large group, ending up as five at the end, with those left swapping spots in a furious rush to the line. Team Pileri Honda's Nobby Ueda pulled out a second and a half to take third, the final podium spot. Fourth through seventh were covered by .169 of a second, with Matteoni Racing's Mirko Giansanti (Hon), Team UGT 300's Tomomi Manako, Spidi Honda LCR's Lucio Cecchinello (Hon), and Team Axo Inoxmacel's Roberto Locatelli streaking across in that order.

Rossi had clinched the championship in the previous round, but this win boosted his lead. With two rounds remaining in the season, Rossi has 286 points, Ueda 200, and Manako 163.

250cc GRAND PRIX

The 250cc race began under cloudy skies with Chesterfield Elf Tech 3's Olivier Jacque getting the jump with a swarm behind waiting to pounce - which they began to do on the second lap.

Waldmann took the lead for the first time, showing his pole position wasn't a fluke, as Jacque quickly realized that he'd chosen too soft a front tire.

Ending the third lap, Waldmann had better than a second in hand - a considerable margin given the competition, with Biaggi second in front of Ukawa, Harada, and the fading Jacque.

"Then I make a big mistake," Waldmann explained. "I brake too late, I miss my point, and I go straight in the gravel pit. I was in eighth. I was I think six or seven seconds behind the group and I must push very hard and I go out with the soft tire. Then I damaged my tires when I must go faster."

With Waldmann temporarily out of the picture, Harada took the lead, jumping up from fourth to first and passing Biaggi along the way. Ukawa hung in third, with Jacque and Loris Capirossi disputing fifth.

The lead went to Biaggi on the ninth lap, Harada had it for two more, then Biaggi again until very near the end. By this time Waldmann had caught back up and was fourth.

The pack numbered six, and there was about six-tenths covering them for most of the middle part of the race, when the racing was stunning. Gradually, the tail-enders dropped back - first Capirossi, then Jacque, whose fall was more precipitous and landed him in sixth.

"The overall setup was pretty bad, so the bike was moving around a lot - and then the front tire started sliding," the Frenchman said. "I didn't have much front-end grip from the fifth lap. After that it was a simple case of trying to score points."

Capirossi was next to fall back, leaving it to the top four to decide the win. Waldmann moved in front going into turn one on the 13th lap, with Biaggi taking it back in La Caixa, the left moving into the stadium. Waldmann sat for the next several laps only to come under fire from Harada, now a steady third in front of Ukawa.

The Japanese rider briefly fronted Waldmann on the 19th lap before the German took it back. But by now Biaggi was beginning to look invincible as he was about seven-tenths in front of Waldmann. Harada, meanwhile, had dropped to third, more than a second behind with three laps to go, with little hope of making it up.

"It always seems to be the same problem," Harada said. "When I open the throttle the rear starts to slide, I don't have enough traction, and it runs wide on the corners. On some tracks I can control it, but it was not possible to do so here."

Waldmann made his attack on the final lap. He'd narrowed the gap to .377 of a second beginning the lap and took the inside line into one after using the draft. Biaggi used the Repsol right-hander to take the lead back, with Waldmann ahead in the next corner. Not long after that, Biaggi missed a shift, losing touch with Waldmann and any chance of a win.

"At this moment I was very strong for braking, I think," Biaggi said. "I was confident. "But it was a mistake, or I tried to push, but the gear doesn't go in so I lost maybe 50 meters, 40 meters." And that was that.

"It makes me very happy that I'm leading the championship," Waldmann said. "I'm very, very happy for my team." Then, to Biaggi he said, "You are three times World Champion - it doesn't matter the fourth time. Give me one World Championship."

Ukawa was a narrow third after a harrowing final lap.

"On the last lap, Harada passed me on the straight because he has a really powerful engine," Ukawa said. "Then I passed him in the hairpin, and when we crossed the line I did not know if I was third or fourth because it was so close." The difference was .020 of a second.

500cc GRAND PRIX

The day started cooler than it had all weekend and that would cause some problems in the end. Most everyone went with soft-compound tires, abusing them past their limit and dropping more than a few riders down the results page.

"The conditions from yesterday were a lot different," Doohan later noted. "The track temperature was a lot cooler. But I opted to go with the same tire as what we were running on yesterday. We didn't really have the same grip in the rear as what we had and a fair bit of chatter."

Doohan tops Fast Freddie

Freddie Spencer's 1985 run of nine consecutive 500cc pole positions stood until today, when Repsol Honda's Mick Doohan set his 10th-fastest qualifying time to gain the number-one starting spot for the Marlboro Catalunyan Grand Prix. He not only lowered his own qualifying mark by about two-tenths of a second, but he did enough laps at speed to know that he could finally win a GP on a track where he's never won before - though the closeness of the field (the top two rows on the same second) meant he might have his hands full.

"I think we've had the best preparation as far as prepractice and qualifying has gone - better so than we have in past years," Doohan said after his lap of 1:45.990/99.768 mph around the 2.94-mile Circuito de Montmelo. "In the past, the Yamahas have either won or (Carlos) Checa (the Team MoviStar Honda Pons rider who won in 1996). It would be good to win here. I would like to put a Grand Prix win here under my belt. Saying that, I'm not going to go all out at all costs to win. We'll just get out there and do the best we can tomorrow and try to come up with a win.

"The design of the race track, with so many constant radius turns - it's a one-line race track, so that's why the times are very close here. I think, again, even though it's a long track and it has a long straight, I think that's why the 250s are so close here, because with the 500 you can't open the gas on the side of the tire. And with the 250s you can get on it. You've got such long turns, yet you've only got one line and if you try to vary the line you just lose time, so I think doing a lot of laps here, understanding how the machine's working, is the major ingredient. I think that's why last year, Checa, with the amount of testing they've done in different conditions, came up trumps with the setup. I think that's why this track is so specialized. I think it's a good Yamaha track, in saying that as well, because the Yamaha goes around turns so good."

Carlos Checa was confident, despite a cold-tire crash which destroyed his motorcycle on Friday afternoon.

"Every time I'm out on this track, I ride very fast right from the first lap," Checa said. "And I was trying a new front tire which felt different, and I didn't realize that I had to get used to it before pushing hard."

On Saturday he knocked six-tenths off his time and came within .136 of a second of Doohan, though Rheos Elf R.C.C. Technical Sports' Nobuatsu Aoki was right on his heels, a mere .017 of a second back after improving his time from the previous day by more than two seconds.

Tadayuki Okada was riding a non-"Big Bang" Honda, similar to Doohan's, and he was the first of the Honda works riders to do so. Okada had tested it at Brno, after the Czech GP, and was convinced it was the right move. The engine wasn't a problem; the suspension was. He got the front right on Friday and on Saturday nearly got the rear right.

"Things got better this morning but, although we have made many spring changes, we still need more rear grip," Okada said.

Then came Red Bull Yamaha WCM's Luca Cadalora, the first Yamaha rider, aided by new cylinders and electrical parts, followed by Repsol Honda's Alex Criville in his second race back after hand injuries ruined his season.

"I don't know why I could not repeat the morning times, but somehow I didn't feel so confident on the bike, and the times simply would not come," said Criville, who was born and still lives near Barcelona. "Naturally, my injured left hand is still painful and this is a handicap. The most difficult thing is using the clutch when I am changing down through the gears."

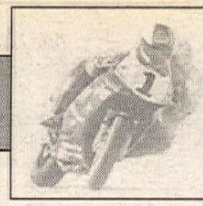
Kenny Roberts Jr. was an encouraged eighth after a complete rethinking of the setup of the bike had shown promise during a test at Brno following the Czech GP. That, and new engine parts and exhaust pipes flown in from the United States, made it more like the rear-steering 500 he was used to riding last year. He was second for some time during Friday afternoon's session and was just off the front row for much of Saturday's session before ending up less than a second behind pole-sitter Doohan.

"The tests we did at Brno made all the difference to the chassis," Roberts Jr. said. "Without the new setup, I'd be a second slower. The bike was just too nose-heavy before so I couldn't feel anything. Now I can slide the rear if I need to square off a corner. The pipes are a lot better, too they really help the push out of the turns."

The third row was a hodgepodge: The works Repsol Honda V-twin of Takuma Aoki was ninth ahead of the Marlboro Team Roberts Modenas of Jean-Michel Bayle, the Honda Gresini V-twin Honda of Alex Barros, and Juan Borja's Elf 500.

The Team Rainey Yamahas of Sete Gibernau and Norifumi Abe were both on the fourth row, along with Daryl Beattie on the Lucky Strike Suzuki. All three factory bikes were embarrassingly behind the private Honda V-twin of Team Millar MQP's Jurgen van der Goorbergh.

There were 23 qualifiers.



ROAD RACE
WORLD CHAMPIONSHIP ROAD RACE SERIES

Round 14: Marlboro Catalunyan GP

Nobuatsu Aoki got the holeshot, Okada was away second, and then came Checa, Cadalora, Doohan and Abe.

Some semblance of order began to assert itself on the second lap with a lead pack of six breaking away. Okada now led ahead of Criville, Aoki and Doohan.

Showing his recovery from hand injuries was genuine, Criville took the lead for the first time on the fourth lap, holding it as Doohan slotted into second. On the seventh lap, Doohan took over at the front.

But Criville fought back and held the lead right up until the 11th lap, when Doohan came by again, as did Checa. Aoki was fourth, Cadalora fifth, and Takuma Aoki sixth in front of Okada, his race now run.

"The problem we had today was a lack of grip," Okada said. "In fact, all during the weekend it has been the same situation. We tried different suspension - in fact, everything we could think of during the three days - but without success."

Okada settled in to a fight with Takuma Aoki in which he would ultimately prevail.

Out front, Checa was attacking Doohan and took the top spot on the 15th lap, using the long front straight and the draft to push Doohan back. It lasted another lap; then Doohan did the same; noticing that Checa's drive on to the front straight wasn't as strong as his own.

At this point there were still five riders nearly nose to tail, with Doohan now in front of Checa, Criville, Cadalora and Aoki. It would only be a few more laps before Aoki realized he wouldn't be a contender.

"The temperature was much cooler than during practice and we decided to fit a softer rear tire," he said. "I wasn't able to accelerate hard out of the corners."

The top two then started to pull away from Criville and Cadalora, who were having their own battle. Cadalora could never get in front of the Spaniard, but he had fun trying.

"Criville and I went around half the track on the last lap both sideways with smoke coming from the rear tire," Cadalora said. "That was the most satisfying race of the season for me, as we were so close to the front. We were truly competitive today, but unfortunately we just lacked that bit of extra acceleration which would have meant I could have got past and onto the podium."

Then it was down to the leaders - Checa in front on laps 21 and 22, Doohan getting by, again on the front straight, on 23.

The next lap was Doohan's fastest - a new lap record of 1:46.861 - but it might have been faster had he not made a small mistake.

"On the one before the last lap, I thought my chance of victory might have gone when my foot slipped off the footrest, but Checa did not come by and I put my head down again and carried on pushing," Doohan said.

Even then, Checa was close and Doohan needed a nearly similar effort on the final lap to ensure his record 12th victory.

"I knew that he was right on my back wheel. I had to be quite aggressive getting into that corner," Doohan said, describing a wonderfully controlled slide a few turns from the end. "He might be able to run up the inside if he had a better drive than me. I was just making sure that I got in there. I didn't have a lot of grip in there but I just tried to keep getting in there as quick as I could."

"I tried to pass Doohan and go at the end of the race, but I couldn't," Checa said. "I tried for the race to pass him, but I couldn't because Doohan is too hard. Here there was much pressure for the last races at home. I had some difficulties in the last two turns before the finish and could not enter them as fast as I did on other occasions, so the speed on a straight line disadvantage me and that's why I was overtaken on that part of the circuit. Of course, I wanted to win the Catalunya Grand Prix and I did try to win. But this second position is like a victory, especially taking into account the fall during qualifying practice." CN

Circuit de Montmelo
Montmelo, Spain
Results: September 14, 1997
(Round 13 of 15)

125cc QUALIFYING: 1. Kazuto Sakata (1:53.476); 2. Youichi Ui (1:53.941); 3. Tomomi Manako (1:54.004); 4. Valentino Rossi (1:54.091); 5. Jorge Martinez (1:54.126); 6. Roberto Locatelli (1:54.321); 7. Masaki Tokudome (1:54.326); 8. Lucio Cecchinello (1:54.458); 9. Manfred Geissler (1:54.465); 10. Noboru Ueda (1:54.510); 11. Mirko Giansanti (1:54.545); 12. Juan Maturana (1:54.622); 13. Frederic Petit (1:54.829); 14. Garry McCoy (1:54.920); 15. Gianluigi Scalvini (1:55.025); 16. Masao Azuma (1:55.071); 17. Yoshiaki Katoh (1:55.210); 18. Jaroslav Hules (1:55.397); 19. Steve Jenkner (1:55.679); 20. Josep Sarda (1:55.725); 21. Angel Nieto Jr. (1:56.113); 22. Gino Borsoi (1:56.352); 23. Alvaro Molina (1:56.353); 24. Xavier Soler (1:57.805); 25. Ivan Martinez (1:57.837); 26. Vicente Esparragoso (1:57.873); 27. Dirk Raudies (1:57.983); 28. Joan Montero (1:58.327); 29. Chris Burns (1:58.363); 30. David Ortega (2:00.058).

250cc QUALIFYING: 1. Ralf Waldmann (1:47.621); 2. Max Biaggi (1:47.690); 3. Tohru Ukawa (1:48.192); 4. Tetsuya Harada (1:48.632); 5. Loris Capirossi (1:48.676); 6. Stefano Perugini (1:49.129); 7. Olivier Jacque (1:49.326); 8. Takeshi Tsujimura (1:49.384); 9. Jeremy McWilliams (1:49.437); 10. Haruchika Aoki (1:49.734); 11. Noriyasu Numata (1:49.958); 12. Osamu Miyazaki (1:50.269); 13. Jamie Robinson (1:50.294); 14. William Costes (1:50.345); 15. Cristiano Migliorati (1:50.395); 16. Franco Battaini (1:50.430); 17. Giuseppe Fiorillo (1:50.622); 18. Emilio Alzamora (1:50.655); 19. Oliver Petrucciani (1:50.694); 20. Luis D'Antin (1:50.789); 21. Jose Luis Cardoso (1:50.862); 22. Luca Boscoscuro (1:51.184); 23. Sebastian Porto (1:51.924); 24. Kurtis Roberts (1:52.034); 25. Eustaquio Gavira (1:52.424); 26. Manuel Luque (1:52.973); 27. Jose de Gea (1:53.184); 28. Javier Marsella (1:53.268); 29. Jesus Perez G. (1:53.717); 30. Ismael Bonilla (1:54.701); 31. David Guardiola (1:55.316).

500cc QUALIFYING: 1. Michael Doohan (1:45.990); 2. Carlos Checa (1:46.126); 3. Nobuatsu Aoki (1:46.143); 4. Doriano Romboni (1:46.297); 5. Tadayuki Okada (1:46.507); 6. Luca Cadalora (1:46.511); 7. Alex Criville (1:46.693); 8. Kenny Roberts Jr. (1:46.959); 9. Takuma Aoki (1:47.124); 10. Jean-Michel Bayle (1:47.206); 11. Alex Barros (1:47.279); 12. Juan Borja (1:47.521); 13. Jurgen van der Goorbergh (1:47.651); 14. Sete Gibernau (1:47.734); 15. Norifumi Abe (1:48.043); 16. Daryl Beattie (1:48.323); 17. Regis Laconi (1:48.401); 18. Jurgen Fuchs

Briefly...

It appears that World Champion **Michael Doohan** has very few options but to stay with the Repsol Honda squad after the offer by Wayne Rainey was withdrawn. "It all started in Japan (the second race of the season)," Rainey said. "Mick came to me and said, 'I want to ride for you next year. Honda thinks I'm bad for the sport, winning every race.'" Rainey said he then approached Yamaha who said that Doohan was a Honda rider and, therefore, untouchable. "We spoke all year and Yamaha wasn't interested." That changed at the Brazilian Grand Prix in Rio de Janeiro in early August. Rainey then told Doohan that he'd made progress with Yamaha and asked the Australian what it would take to sign him when they spoke at the British GP a few weeks later. "I wrote down the number and Yamaha decided to meet his demands." Rainey said. He then told Doohan Yamaha was interested and the Australian asked for a month to make his decision - until about the time of this weekend's Catalunyan GP - so that he could talk to Honda. "I don't have a month," Rainey told him. After Rio, Doohan went to Japan to talk with Honda. When he returned, he told Rainey that he wasn't happy with Honda's offer. He said that he needed until the Czech GP at Brno, which Rainey didn't attend, to make up his mind. They spoke on Sunday night and Doohan continued to be non-committal. "If we hang up now, there's a good chance I'll withdraw the offer," Rainey told him. "We spoke the next morning and I said, 'I've withdrawn the offer.' He was quite surprised." Though he didn't feel that way during the negotiating process, in the end Rainey felt that he was being used as a negotiating ploy to extract more from Honda. "We knew everything," Rainey said. "We met his demands. We had it in writing. I thought he was going to come. I thought the delays were to let Honda know. In the end, I don't think he was going to come. In the end, yes, I think I was being used. Up to Sunday night, no, I didn't think that."

Doohan felt somewhat differently: "Wayne called me a couple of days after Czecho and mentioned that the offer that was on the table was taken off by Yamaha. It surprised me a bit, because I figured perhaps they were going to try to get me. And, in all honesty, they'd agreed to everything I asked for. But, out of courtesy to Honda, I gave them the opportunity to come up with their best offer. And I mentioned that to Wayne, because Wayne was once a rider and he never left Yamaha, but he talked many times with other people. But he had the courtesy to always see what Yamaha had available. And, correct me if I'm wrong, but he's still with Yamaha. He hasn't even left. I think it's just the right thing to do. I've got to see what the other guys have. Still, nothing has been decided just yet. Saying that, I also asked Wayne that, 'Okay, if I come and see you next week and say that I want to ride your bike, is the offer still there' and he said, 'Perhaps; we haven't started Plan B just yet?' I don't think it's all gone, but officially the offer is gone. And that kind of worries me about their determination to try to get me and their determination to try to win next year." As for a deadline in making the decision, Doohan had a meeting with top HRC brass on Saturday night. "I'd like to have everything in place by tomorrow. But failing that, I have got another meeting which would take place on Wednesday next week, but I'll be in the air on my way back to Australia if we get through the race tomorrow. Hopefully, by the end of next week I should know who I'm riding for and so forth and so on. But Suzuki has only ever made me one offer and I told them right there and then that this year's contract with Honda is better than what they just offered me. Realistically, it's just down to Honda. It's not 'Honda or nothing.' I'd like to believe that if I wanted to go somewhere else, there's that possibility. But trying to get everything in place for next year, this year I want to put a few more bits and pieces in the contract. I think if everything went south, I'll be fishing next year."

One of many rumors was that he was going to **lease works Hondas** and run them himself, possibly with backing from Marlboro or Shell. Was it true? "No, not at all. Absolutely not," Doohan said. "I'll always remain with the official HRC team. I heard something about that in Czecho. Absolutely not. I also hear about Alex (Criville) wanting to go to Sito (Pons). If you're going to be riding for Honda, you might as well be in the official team. And my ambitions after racing is not to run a race team. To have an SWS team would be a disadvantage to me because I'm not working directly with the factory the way I am now. It's not like I'm trying to set up a bed for my future."

Shell Oils is poised to enter the World Championships as a primary sponsor in a big way for 1998, with the Australian arm of the oil giant looking to field a number of riders in the 500cc class. Shell was thought to have asked Honda for as many as five NSR-500 V-twins, though they may only field three, depending on the rider demands. Australian 125cc campaigner Garry McCoy has been offered a slot - one way to preserve the Australian link. McCoy said he has offers in all three classes, but would like to move to the 500s. Daryl Beattie's name has also been mentioned, though his performances have become increasingly lackluster and he will almost certainly not be back with Suzuki next year. He was to have met with Suzuki racing boss Mitsuo Ito after the Catalunyan Grand Prix, but skipped the meeting, according to Suzuki personnel. Earlier this season, Beattie said that he was interested in going to World Superbikes, but has since changed his position and wants to stay in the 500cc class.

Who will replace Beattie on next year's three-rider Suzuki team has yet to be determined. **Nobuatsu Aoki**, the Rheos Elf F.C.C. Technical Sports rider who's currently second in the 500cc World Championship, has reportedly signed a three-year deal. Aoki was also courted by the Red Bull Yamaha WCM team, along with Jean-Michel Bayle, the former supercross champ who many thought was headed for Suzuki before going to Team Rainey Yamaha. It's thought that one of the conditions on which the Suzuki factory insisted if they were to have a three-rider team was that one of the riders be Japanese. Other riders whose names have been mentioned are Carl Fogarty and Aprilia's Doriano Romboni. Fogarty's departure from Ducati's World Superbike team would pave the way for Troy Corser to return to the squad. Though Suzuki has heavily courted him in the past, Corser may have fallen out of favor with the team after asking for a 1998 contract as a condition of riding in the final three GPS as Gobert's replacement.

Though no official confirmation will probably be made until the Indonesian Grand Prix, it's a virtual certainty that **Jean-Michel Bayle** and **Norifumi Abe** will ride for Rainey next year. Rainey said in Spain that Abe was a done deal, and it appears that Bayle will join the fold as soon as the contracts are signed. an apparently very pleased Bayle was spotted Sunday night hanging around Rainey's trailer/office waiting to meet with the former three-time World Champion.

Anthony Gobert issued a statement vehemently denying his guilt following his dismissal from Team Lucky Strike Suzuki for failing a drug test. "I have been tested a number of times, both by my team and the FIM governing body this year, and each result has come back clear. I know my position in the team and I would not jeopardize my future by using any banned substances." According to the statement, the test, administered at the British GP in mid-August, "evidently returned a positive result for cannabis (marijuana)." The statement went on to say that "legal advice has been sought by the family considering that Lucky Strike Suzuki Team are not forthcoming in releasing details for the test and the official results. The validity of the test will also be questioned." Team Lucky Strike Suzuki officials disputed the notion that "each result has come back clear." According to team members, Gobert had run into testing problems earlier in the season. At the Italian Grand Prix in Mugello, Gobert was tested by the FIM and the "A" specimen came up positive for cannabis, according to a team member with knowledge of the testing program. The "B" specimen, taken at the same time as a backup, was analyzed and the test was "inconclusive," according to the team member. Gobert, who was tested in Brazil, was told in Brazil that he would be tested again in Britain, was told about the results and was warned of more dire consequences in the future, team members said. Gobert was tested again by the FIM following the Czech GP. The results of that test have not been released, but an FIM spokesman said that he could be suspended for up to two years if those test results prove positive for the presence of banned substances. There was no official confirmation of which banned substance he tested positive for; though the official press release speculated that the banned substance was cannabis, a.k.a. marijuana, and Gobert confirmed it with his statement, no team official would corroborate it. Instead, the door has been left wide open to speculation that it could be a different drug. Indeed, the Spanish press speculated in great detail that it was crack cocaine, an assumption echoed by the French television stations Canale+.

Lucky Strike Suzuki chose not to replace Gobert for the Catalunyan GP, but Australian **Peter Goddard**, who replaced Gobert at two GPs early in the year and was in attendance at Catalunya, will be on board for the final two races, in Indonesia and Australia. First, Goddard has to complete the task of winning the World Endurance Championship at the Bol d'Or with Doug Polen

(1:48.411); 19. Alberto Puig (1:48.616); 20. Lucio Pedercini (1:48.966); 21. Kirk McCarthy (1:49.050); 22. Laurent Naveau (1:50.859); 23. Frederic Protat (1:51.269).

125cc GRAND PRIX: 1. Valentino Rossi (Apr); 2. Kazuto Sakata (Apr); 3. Noboru Ueda (Hon); 4. Mirko Giansanti (Hon); 5. Tomomi Manako (Hon); 6. Lucio Cecchinello (Hon); 7. Roberto Locatelli (Hon); 8. Gianluigi Scalvini (Hon); 9. Garry McCoy (Apr); 10. Frederic Petit (Hon); 11. Masaki Tokudome (Apr); 12. Jorge Martinez (Apr); 13. Yoshiaki Katoh (Yam); 14. Steve Jenkner (Apr); 15. Alvaro Molina (Hon); 16. Gino Borsoi (Yam); 17. Dirk Raudies (Hon); 18. Youichi Ui (Yam); 19. Joan Montero (Hon); 20. Vicente Esparragoso (Yam); 21. David Ortega (Hon).
Time: 42:14.687 min.,
Distance: 22 laps, 64.62 miles.
Average speed: 91.782 mph.
Margin of Victory: 6.002 sec.
Fastest lap: Lap 3, Kazuto Sakata, 1:53.773/92.943 mph.

250cc GRAND PRIX: 1. Ralf Waldmann (Hon); 2. Max Biaggi (Hon); 3. Tohru Ukawa (Hon); 4. Tetsuya Harada (Apr); 5. Loris Capirossi (Apr); 6. Olivier Jacque (Hon); 7. Takeshi Tsujimura (Hon); 8. Haruchika Aoki (Hon); 9. Noriyasu Numata (Suz); 10. Osamu Miyazaki (Yam); 11. Jeremy McWilliams (Hon); 12. Emilio Alzamora (Hon); 13. Luis D'Antin (Yam); 14. Jose Luis Cardoso (Yam); 15. Franco Battaini (Yam); 16. Cristiano Migliorati (Hon); 17. Luca Boscoscuro (Hon); 18. Sebastian Porto (Apr); 19. Kurtis Roberts (Apr); 20. Ismael Bonilla (Hon).
Time: 42 min., 5.928 sec.
Distance: 23 laps, 67.56 miles.
Average speed: 96.287 mph.
Margin of Victory: 0.550 sec.
Fastest lap: Lap 6, Ralf Waldmann, 1:48.681/97.298 mph.

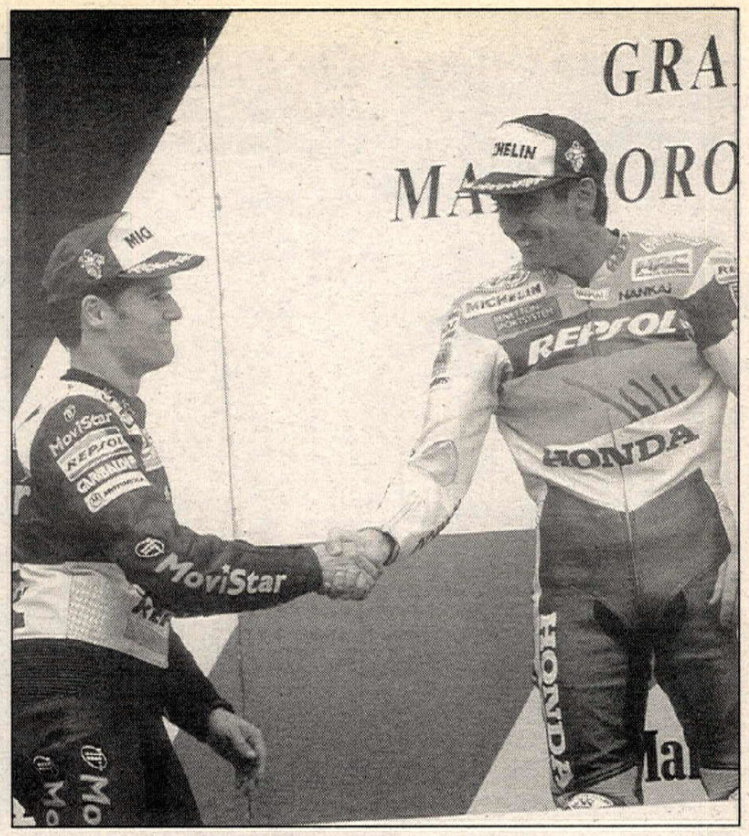
500cc GRAND PRIX: 1. Michael Doohan (Hon); 2. Carlos Checa (Hon); 3. Alex Criville (Hon); 4. Luca Cadalora (Yam); 5. Nobuatsu Aoki (Hon); 6. Tadayuki Okada (Hon); 7. Takuma Aoki (Hon); 8. Kenny Roberts Jr. (Mod); 9. Juan Borja (Elf); 10. Doriano Romboni (Apr); 11. Regis Laconi (Hon); 12. Norifumi Abe (Yam); 13. Kirk McCarthy (Yam); 14. Jurgen van den Goorbergh (Hon); 15. Alberto Puig (Hon); 16. Jurgen Fuchs (Elf); 17. Daryl Beattie (Suz); 18. Lucio Pedercini (ROC); 19. Laurent Naveau (Roc).
Time: 44 min., 56.149 sec.
Distance: 25 laps, 73.43 miles.
Average speed: 98.051 mph.
Margin of Victory: 0.432 sec.
Fastest lap: Lap 24, Michael Doohan, 1:46.861/98.955 mph.

125cc WORLD CHAMPIONSHIP POINT STANDINGS (After 13 of 15 rounds): 1. Valentino Rossi (286/10 wins); 2. Noboru Ueda (200/3); 3. Tomomi Manako (163); 4. Kazuto Sakata (139); 5. Masaki Tokudome (102); 6. Jorge Martinez (100); 7. Garry Mc Coy (95); 8. Frederic Petit (81); 9. Roberto Locatelli (78); 10. Mirko Giansanti (77); 11. Yoshiaki Katoh (72); 12. Youichi Ui (69); 13. (TIE) Lucio Cecchinello/Gianluigi Scalvini (61); 15. Masao Azuma (57); 16. Manfred Geissler (30); 17. Ivan Goi (21); 18. Steve Jenkner (19); 19. (TIE) Juan Maturana/Jaroslav Hules (17).

250cc WORLD CHAMPIONSHIP POINT STANDINGS (After 13 of 15 rounds): 1. Ralf Waldmann (214/ 3 wins); 2. Tetsuya Harada (211/ 3); 3. Max Biaggi (205/4); 4. Olivier Jacque (169); 5. Tohru Ukawa (145); 6. Loris Capirossi (114); 7. Haruchika Aoki (90); 8. Takeshi Tsujimura (85); 9. Stefano Perugini (68); 10. Jeremy McWilliams (61); 11. Noriyasu Numata (55); 12. Sebastian Porto (46); 13. Osamu Miyazaki (39); 14. Franco Battaini (36); 15. Luis D'Antin (32); 16. Emilio Alzamora (31); 17. Mauro Lucchi (30); 18. Cristiano Migliorati (27); 19. Daijiro Kato (25/1); 20. William Costes (23).

500cc WORLD CHAMPIONSHIP POINT STANDINGS (After 13 of 15 rounds): 1. Michael Doohan (320/12 wins); 2. Nobuatsu Aoki (166); 3. Tadayuki Okada (159); 4. Alex Criville (131/1); 5. Luca Cadalora (129); 6. Takuma Aoki (105); 7. Carlos Checa (103); 8. Norifumi Abe (99); 9. Alex Barros (93); 10. Doriano Romboni (77); 11. Alberto Puig (60); 12. Daryl Beattie (59); 13. Anthony Gobert (44); 14. Regis Laconi (41); 15. Sete Gibernau (38); 16. Juan Borja (37); 17. Jean-Michel Bayle (31); 18. Kenny Roberts Jr. (28); 19. Jurgen van der Goorbergh (25); 20. Jurgen Fuchs (23).

Upcoming Rounds:
Round 14 - Sentul, Indonesia, September 28
Round 15 - Phillip Island, Australia, October 5



(Above left) Valentino Rossi celebrates his victory in the 125cc GP with a wheelie. (Above) Doohan and Checa exchange congratulations after their thrilling battle in the 500cc Grand Prix.

on September 21. The risk of injury, and the possibility he could miss out on the world title, was one of the deciding factors in his not racing in Spain.

Troy Corser, formerly of the Promotor Power Horse team, and a rider who has been courted by Lucky Strike for the past two years, was offered the chance to replace Gobert in Spain, but turned it down, saying that he only wanted to do the final two races. At first he put it down to logistical problems - getting the right helmet and leathers - but later he said that he wouldn't do the final races unless he was guaranteed a ride for 1998, a condition the team wouldn't agree to. That doesn't mean he won't ride for the team in 1998, though he recently told a British journalist that he has a very substantial World Superbike offer from Ducati.

The **Grand Prix Commission**, which is made up of representatives of the FIM, IRTA (International Road Racing Teams Association), Dorna, and TWP (Two-Wheel Promotions), plans to review and update their list of prohibited substances, in light of Anthony Gobert's recent drug-related dismissal by Lucky Strike Suzuki. IRTA President Paul Butler said the intention was to publish a list of the banned substances as part of the Grand Prix rules book. Currently, the FIM uses the Olympic model for their list of forbidden materials. Butler said that alcohol testing will be dropped. "It's a hangover from the '50s," he said.

Team Lucky Strike Suzuki's problems weren't limited to Gobert. Remaining rider **Daryl Beattie** struggled through qualifying, ending up 16th on a machine that was fitted with new forks. "I'm pretty disappointed," Beattie said. "Yesterday I felt more positive and I thought I could improve on the lap time. Today, I've been riding the bike with the same settings, the same new forks, and trying different tires. But, even really hanging my ass out, I'm going three-tenths slower. Yesterday I also felt as if the problem we always have here of the front end pushing wasn't as bad as it had been before. Today it seems like it is pushing worse than ever, and running wide in the corners." Beattie finished 17th in the race. "This has always been a bad track for us," Beattie said. "It seems to highlight our handling problems. Earlier, in practice, I'd hoped it might be a bit better, but by the time the race came round, it wasn't."

Kenny Roberts Jr. was aboard a radically altered Modenas KRV3 in Catalunya, one that was tailor-made to his riding style. The results were immediate. "We changed weight distribution, linkage forces, center of gravity, weight transfer," team owner Kenny Roberts said. "He woke up. He's so pumped after riding the bike. It's the first time that a Michelin has felt like a Dunlop in his 500 career - and that includes last year. It's a different motorcycle, basically." "Everything is supposed to steer around the back of the bike instead of the front," Roberts Jr. said after qualifying eighth, equaling his best starting spot. "The version Jean-Michel (Bayle) is riding depends on the front and lean angle. When I tried to back it in, it wouldn't steer. Mike Sinclair (the team engineer) said, "It looks like the way Wayne (Rainey's) data used to look." Roberts Jr. said he first tried the setup during a two-day test their first significant test of the season on the Brno circuit after the Czech GP. Immediately, his times dropped, eventually ending better than 1.8 seconds faster than he'd done in the race. "My riding just did the times. It was not just me having to close my eyes and go for it. The important thing is that I have feel now. When I square off the corner, I can go in faster, not slower. I used to just have no feel and I was waiting to crash. Now I can spin it up more. It's better in every respect." But not for everyone. "Jean-Michel tried it in the first session and didn't like it at all. The reason I'm happy is that there's never been a World Champion who used all front end and won the World Championship." The improvements have had a small downside." We're getting a harshness when I get on the gas, and it's causing a high-frequency chatter. We have to develop it in the braking area. We have a problem keeping the rear of the bike down. It's worse than before."

As for his future, Kenny Roberts Jr. said: "I hope I'm with Team Roberts." One of the more interesting - and better circulated - rumors had Roberts Jr. returning to AMA racing to ride **Muzzy Kawasaki** Superbike. "I hadn't heard that one," Roberts Jr. said. "I want to be 500cc World Champion, not Superbike or streetbike World Champion."

Nastro Azzurro Aprilia's **Stefano Perugini** will be forced out of the works Aprilia 250cc team next year because the team will back 125cc World Champion **Valentino Rossi**, former 250cc World Champion Tetsuya Harada, and Loris Capirossi. Perugini should have a works Honda NSR250 available through Honda Italy because it's believed that three-time World Champion Max Biaggi will be switching classes.

Aprilia engineer **Jan Witteveen** said in Spain that the factory will decide before the penultimate race in Indonesia whether they'll stay in all three GP classes, as well as make their debut in World Superbike with the V-twin. Witteveen said Aprilia needs $40 million for three years to run all four classes. One option is to abandon their 500cc V-twin and possibly give it to German Jurgen Fuchs, who could run it as an independent team. "I know that there are some doubts about the future of Aprilia's 500cc program, but I think they should continue with it," Witteveen said. "I am very confident about it and I am sure it will succeed - though there will only be three works riders." Witteveen said that the factory would be happy to build more works bike for sale. One of the riders he feels is underrated and deserves a look is 19-year-old Spaniard Sebastian Porto.

Marlboro Honda's **Ralf Waldmann** holds the distinction of winning the most races in the 250cc class without winning the championship. The German has won 10 races and never finished better than second in the championship, which he did in 1996. He took the championship lead with his win in Spain.

Measuring greatness by the quality of competition turns out to be a slippery slope these days. **Kenny Roberts** recently said that four-time 500cc World Champion Mick Doohan was beating mediocre 250cc riders and he's right. In 58 races over four seasons on a 250, F.C.C. Technical Sports' Nobuatsu Aoki was on the podium three times: a first, a second, and a third. Repsol Honda's Tadayuki Okada had 14 podiums in three full seasons, including two wins, plus a second as a wild card the year before he joined the World Championships. Repsol Honda's Alex Criville's best 250cc finish was a fifth, which he did twice, before moving up to the 500cc class where he's had far more success, with five wins in six seasons.

Regis Laconi, who rides a Honda NSR-500V-twin this year for Tecmas Honda Elf, said in Catalunya that he has two offers for 1998: One is with the Red Bull Yamaha WCM team and the other is a works Honda - likely a V-twin, given the crowd at the top of the Repsol Honda hierarchy.

Team Rainey Yamaha's **Norifumi Abe** finished 12th, his worst race finish of the year. "I had no grip right from the start. I started well, but I felt uncomfortable immediately. Three or four laps in, it got worse and I lost out to (Doriano) Romboni and (Regis) Laconi. It was both ends, really. It was even worse because I lost a knee-slider on the third lap, which made it difficult to ride." His teammate Sete Gibernau fared even worse. Gibernau was knocked off in the first turn, and sent tumbling into the gravel trap. "I really don't know who it was that hit me. I already had the bike over in the first turn and then someone must have come in too hot and clipped me. I went straight and couldn't do anything about it. I hurt my leg a bit, but it's okay."

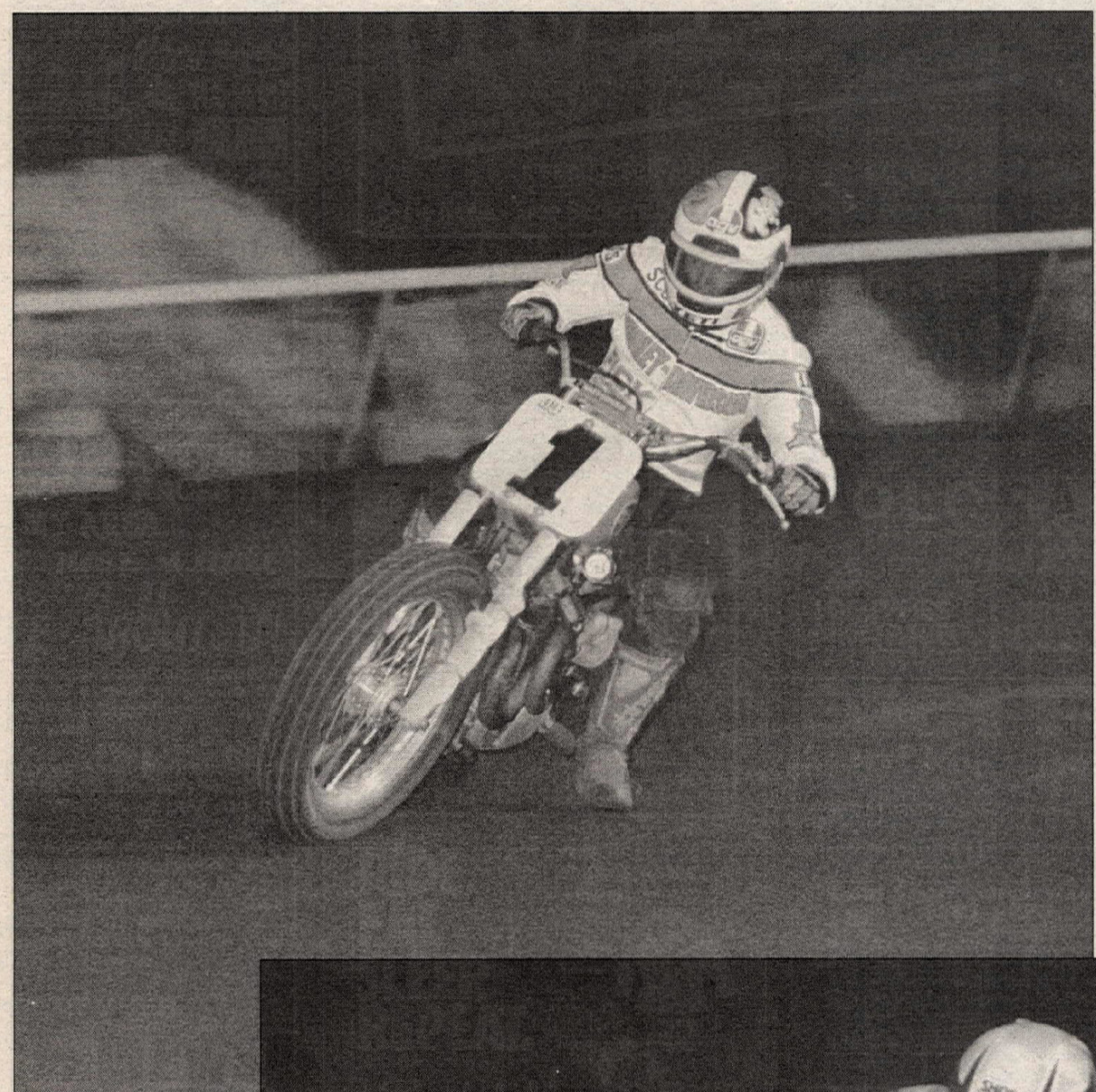
Team Honda Gresini's **Alex Barros** had an abrupt end to his day when a water hose broke on his NSR-500V-twin Honda spilling water onto his rear tire and causing him to crash. "I was racing with Kenny Roberts Jr. and Juan Borja when the trouble struck with only seven laps to go," said Barros. "It was impossible for me to get away from them and it would have been a very close finish."

Taking a page from trend-setters Aaron Slight, Anthony Gobert, Dennis Rodman and Jacques Villeneuve, 1997 125cc World Champion **Valentino Rossi** showed up in Spain with his long hair trimmed to about half an inch, and what was left had been dyed a pale electric blue. Most of it. Just above the nape of the neck, the hair was dyed yellow in the shape of the number '1.' "I had my hair cut to celebrate winning the World Championship, but, unlike Samson, it has not resulted in me losing my strength," Rossi said.

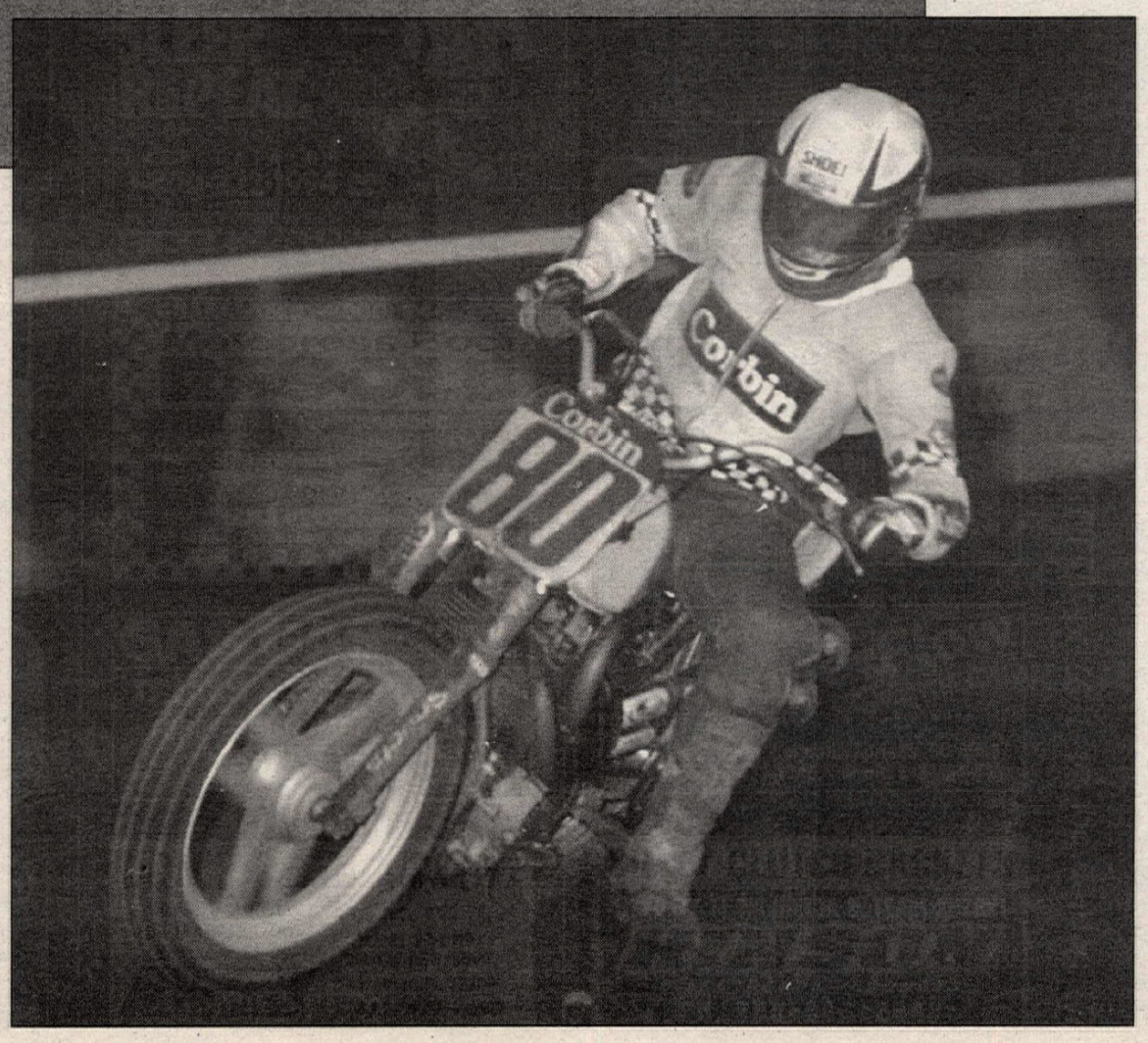
One of the oldest records in Grand Prix racing is in danger. Since winning the 250cc Belgian GP in 1963, Yamaha has won at least one solo Grand Prix each of the past 34 years. With two races remaining, and no Yamaha winners yet this year, the record run may come to an end. So far this year, Yamaha's best efforts have been a pair of seconds by Red Bull Yamaha WCM's Luca Cadalora in the 500cc class.

Traction is a wonderful thing. **Jacques Villeneuve** set pole position for the 1997 Spanish GP with a time of 1:16.525. Mick Doohan set the new lap record for the motorcycle race with a time of 1:45.990.

From out of the fog



(Left) Goal!: Scott Parker acheived a personal milestone when he upped his career Grand National win total to 82 - twice that of second-placed all-time winner Jay Springsteen - at the Excelsior-Henderson Mile in Shakopee, Minnesota.



(Right) Rich King powered his Honda to a second-place finish on the rough, foggy mile race track, once again living up to his "Mr. Consistency" nickname.

By Dave Hoenig
Photos by Flat Trak Fotos

SHAKOPEE, MN, SEPT. 13

The Excelsior-Henderson Minnesota Mile proved to hold many challenges for the AMA Grand National Championship stars, not the least of which came from a pesky light fog that kept coming up on the beautiful Canterbury Downs mile oval.

It became apparent during practice that the sandy track surface, so good for the thoroughbred horses that normally run there, would not be so kind to their two-wheeled counterparts. This forced the AMA to alter its normal program, eliminating the qualifying heats and shortening all of the races, including the Grand National from 25 laps to just 15.

The deep cushion had many talking of dark-horse winners; cushion-track experts Geo Roeder II, Steve Beattie, Kevin Atherton, Dan Butler and Joe Kopp topped the short list.

But seven-time and defending champion Scott Parker put on another seminar and showed them all why he has more GNC wins than anyone. The Harley-Davidson/Fick Excavating-backed Parker took the win and, in doing so, accomplished one of his goals. His career Grand National win total now stands at double that of the man in second place on the win list, Jay Springsteen. The Dave Durelle/Subway Sandwiches-promoted event provided Parker with his 82nd Grand National win.

True to his plan, Parker led the Grand National final all the way.

"I got a good holeshot," Parker said. "That was my big thing. I had to have a good start and get away from those guys. I could run my race then. I knew with it being a little bit foggy that the dirt would just stick to your shield, and it wouldn't take much time and your shield would be all balled up. I just concentrated on getting the holeshot; once I hammered that, I pushed it hard until about halfway. Then I looked back and saw that I had a little room, so I could run my race and not do anything stupid."

Corbin Racing/R&R Racing's Rich King put in a great ride for second.

"I had to start on the second row after we struggled in the heat," said the Iowan, but King moved up rapidly, taking second for good on lap three.

"By the time I got into second place, Parker had a good lead," King said. "I thought we came up and (I) was reeling him in, but he was looking back, so I think he was just playing it smart. About the last three or four laps, I thought it was a good idea for me to do the same thing. The track was really starting to break up and get rough toward the end."

USC Racing/Z Galleries-sponsored Ricky Graham continued to run at the top of the field, notching another third-place finish.

"I missed a shift off the line; it wouldn't go into second gear," Graham said. "The second row passed me, and because of that I couldn't run the lines I wanted to run. I rode a totally different line than what I had used all night. I had to go low just to stay out of the spray. Actually, the track was really good, even down low. I thought it was going to be terrible. It wasn't bad, though; I just missed a gear off the line."

Benson Ford Jr./Total Control Racing's Kevin Atherton faced an uphill battle all night after blowing up his number-one bike in his heat.

"It's one of those race tracks where

you've got to be on the front row and get a good start," Atherton said. "We got a good start, went around a lot of guys, then we got sprayed down pretty bad, and I ripped off all my tear-offs on the first lap. It's a desperation deal - you can only wipe so many times and it's lights out, the fence is coming up and you've got to grab them (tear-offs). We had to work hard to get up to where we were. I know my team and my motorcycle deserve better than fourth. Everything was really working on the race track; it's just one of those deals."

After running well early in the race, Atherton's teammate and Parker's main challenger in the points race, Will Davis, slipped to a disappointing eighth-place finish.

"I couldn't see at all - that's not an excuse," a disappointed Davis said. "But when I can't see, I just can't ride - I slow down. The first five laps I could see, and I worked my way up to where I was battling with Rich for second. I got sprayed down, hit a couple of holes, and it just went backwards from there. I got sprayed again, and at the halfway mark I was in about fourth, and it was lights out. The fog started coming in, and more power to those guys, they're better than I am in that stuff. That's all there is to it. I cannot ride in it. I never have, and I don't want to. If I can't see where I'm going, I'm not interested. I take my hat off to those guys - they can ride it."

The fifth-placed rider, Harley-Davidson of Sacramento's Joe Kopp, is known as a rough-track rider, and he got off to a quick start.

"We got a real good start, but I just had more problems seeing than anything," the 1997 Peoria TT winner said. "I really thought I could hold third, but I had a hard time seeing. I don't know if it was on the inside or outside of the shield, but it was fogging over. It would come and go. I really didn't have a problem with dirt, but the moisture that was coming up made it tough. I like rough tracks, but that's pushing it."

Crowd favorite and three-time Grand National Champion Jay Springsteen had little trouble with the oval and was looking for more laps after moving up to sixth place on his Bartels' Harley-Davidson-backed Harley.

"Everything worked great all day long," Springer said. "I wish the race would have been 25. I mean, after the 15 I wasn't even tired, I was still charging. Early in the race, it was hard to see where you were going, and I tried to save my rip-offs as long as I could. I started using them, and I could see where the holes were. I started going around them and was going faster and faster as the race went on."

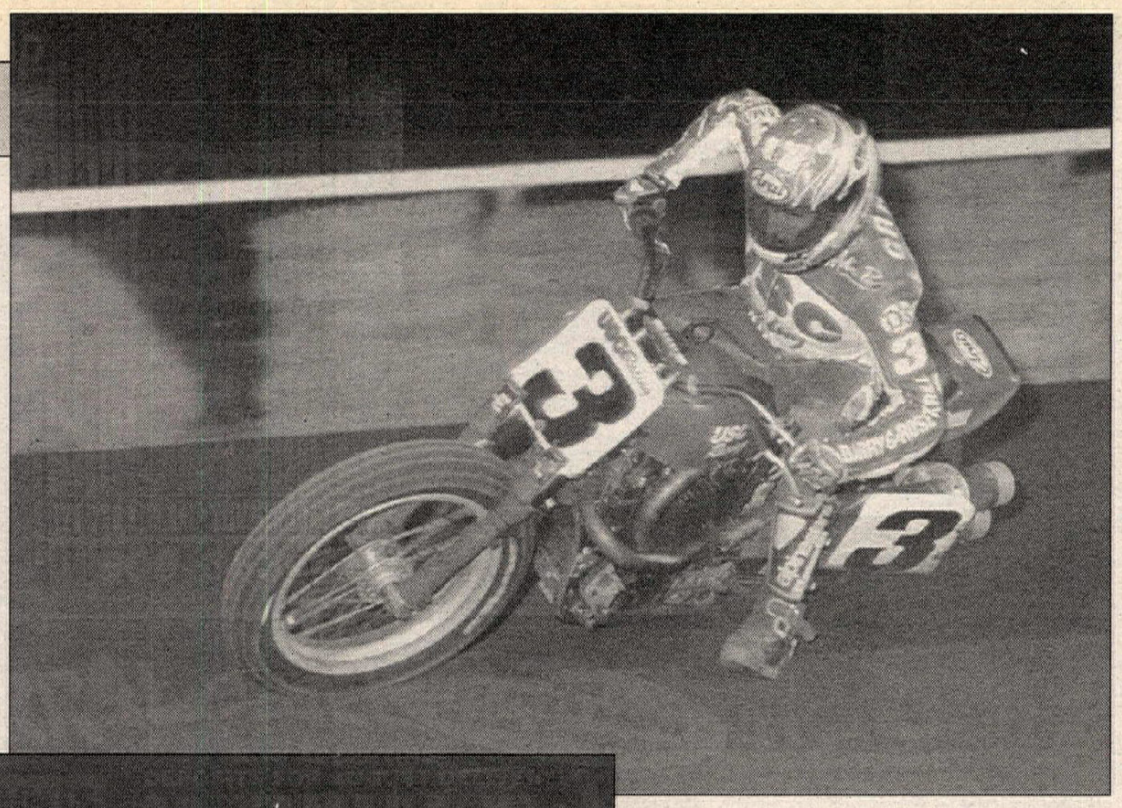
Coziahr Harley-Davidson's Paul Morgan III had his best mile finish ever with a seventh, and it was also his best finish of 1997, as the former Rookie of the Year continued to put together a solid year.

"That's our best so far," Morgan said. "When I was on my own I could see all right, but the first five or six laps was a pain. You couldn't see anything. It all turned out the way we wanted it to. We're moving up in the points; now we have to go forward in the races."

Another rider having his best race of the year was S&B Racing/Suburban Motors' Bret Beyer, who finished eighth.

"Two times in the first two laps I had to chop the throttle off in the middle of the corner, pull a tear-off and take off again," Beyer said. "Two laps the fog would be there, then two laps it would be gone. That made it interesting."

Rounding out the top 10 was 1-800-FASTHOG/Moroney's Harley-Davidson's Mike Hacker. Not happy with his 10th, Hacker still felt that was the best he had tonight. "It was all right, but I didn't want to push it and do something dumb," Hacker said. "I didn't feel comfortable."



(Right) Ricky Graham once again rode the wheels of his USC Racing/Z Galleries entry. The ever-improving three-time Grand National Champion finished third. (Below) Springer is still tough. The former factory Harley-Davidson rider and three-time champion battled his way from 12th place to a sixth-place finish in the main event, which was shortened to just 15 laps.

HEATS

With the scratch qualifying heats eliminated from the program, the regular heats were seeded through the current point standings and the riders' draw at tech.

Kopp, Morgan and Parker hit turn one together in the first one, with Parker rocketing into the lead at the end of the first lap. Kopp settled into a solid second as Morgan came under fire from F&S Harley-Davidson's Steve Morehead.

The veteran Morehead was able to take over third, but was under constant pressure from Morgan and another young charger, Johnny Murphree. Both Morgan and Murphree were headed to the semis.

The second heat saw Dan Stanley jump out to a big lead, only to have his Gardner Racing/Walters Brother's Harley-Davidson tie up on lap four, allowing Davis and Springsteen to sweep by on each side entering turn one.

Springsteen and Davis continued their battle to the end, with Davis coming away with the win. Third went to Deeley Harley-Davidson of Canada's Steve Beattie, who got around Nebraska's Dale Jenneman on the last lap, sending him to the semis. Stanley's Gardner Racing teammate Dan Butler broke a chain on the last lap and would also have to ride one more time to get into the Grand National.

Atherton took immediate control of the third heat, only to blow his engine spectacularly entering turn one at the end of the first lap.

"It's got a hole in the crank case - a rod broke," Atherton said. "That's the bike I broke at Springfield. Everything was brand-new. It was a default in the rod. It was running good. I wanted to turn some good laps and get fast heat. I wanted to put some pressure on Scott Parker."

Graham then took over, moved to the high line by the hay bales and ran away with the win. Hacker and Beyer cruised home in second and third. Paul Lynch got by Brett Landes and rode alone in fourth.

Chance Darling and King led the last heat into turn one, only to have Mike & Eddie Adkins Racing's Roeder blast by and pull out to a good lead. King pulled into second as Darling settled into a battle with Davey Camlin over third. The 1-800-FASTHOG/Moroney's Harley-Davidson-backed Camlin quickly disposed of Darling and King. Camlin then set off after the disappearing Roeder.

King slipped back, to be challenged by Darling, Bryan Bigelow and Kevin Varnes. King was able to separate himself once again and mount a short challenge to Camlin's second-place position. On the last two laps, Camlin pulled away and caught Roeder. Camlin made a last-lap, last-turn pass to win the heat. King was a solid third. Bigelow, Varnes and Darling followed.

SEMIS

Morgan wasted no time taking control of the first semi, with Darling and Landes dueling over the last transfer. As Morgan ran away, Darling and Landes were joined by Dan Butler, who had come from row two. Butler went high on the last lap and blasted into second and a seat in the Grand National.

USC Racing/Lancaster Harley-Davidson's Kevin Varnes held off a midrace challenge from Paul Lynch to take semi two. Lonny Kopp and Lonnie Pauley were left out as they finished third and fourth.

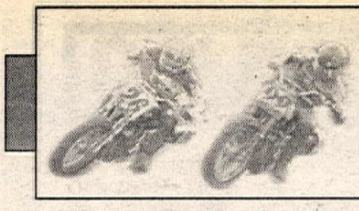
Kevin Atherton left no doubt as to who had the power in the last semi. Atherton came from row two to lead the third semi down the back straight on the first lap. J.R. Schnabel, Jenneman, Bigelow and Kenny Coolbeth were all battling over second. Jenneman moved up to second and looked to have the last transfer locked up. Then disaster struck Jenneman as he fell in turn three in the most vicious get-off of the night. The red flag was out at the halfway point. Jenneman retired to the pits with very sore ankles and feet.

Atherton picked up where he left off on the restart, but it was Marine Transport/Saddlemen's Bigelow who made it to second over Coolbeth. Schnabel missed a gear on the restart and faded back. Bigelow withstood Coolbeth's attack and moved on to the fourth Grand National main event of his young career.

883 NATIONAL

Heat wins had fallen to points leader Davey Camlin, Jess Roeder and Mike Hacker, with Hacker posting the fastest time.

What was projected to be a close race turned into a Jess Roeder runaway. The Las Vegas Harley-Davidson/American Asphalt/Saddlemen-sponsored Roeder ran away and hid from the 1-800-FASTHOG/Moroney's Harley-Davidson/Saddlemen-backed team of Hacker and Camlin. The two exchanged second several times before Camlin settled into the spot.



DIRT TRACK
AMA GRAND NATIONAL CHAMPIONSHIP SERIES

Round 19: Canterbury Park

(Left) Will Davis had another bad day on the mile. Parker's only serious title rival, the North Carolinian fell back from contention early and finished eighth. He now trails Parker by 24 points with three rounds left.
(Above) Jess Roeder won the 883 National main event. The Ohioan now trails series leader Davey Camlin by a mere two points with three rounds to go.

"I liked this place from the start, but I really love it now," the jubilant young Roeder said after giving his father George a ride on the victory lap. "It's like being home, riding Norwalk Ohio's half mile."

Further back there came another tight battle. John Parker Racing's J.R. Schnabel, Bartels' Shaun Russell, James Hart Racing/Dale's Bret Beyer and Bartels' Johnny Murphree were all fighting over fourth. Eventually, Schnabel and Russell split away and, after swapping positions many times, Schnabel slid into fourth.

Paul Bergstrom worked his way up into the mix on his Dudley Perkins-backed Sportster and came away with sixth. Victor McAnally was also able to drop Beyer and Murphree back a spot. Billy Martin rounded out the top 10 on his Skip Fordyce mount.

GRAND NATIONAL

Obviously the race to turn one was going to be important, as visibility was a major concern. After a couple of warmup laps, the fog dissipated somewhat, and the 18-rider, 15-lap Grand National was under way.

Kopp led the pack into turn one down low, but Parker was right there on a higher line and took command down the back straight.

Having accomplished his first goal of putting some space between himself and the rest of the field, Parker settled into a rhythm - albeit a very fast one.

"I found some really good lines the first few laps and stayed with them the whole time," Parker said. "A couple of times I got in a little hot, and it pulled me up into the deep stuff. I just dropped it back down around the bottom and made it work."

King had made a very good start off row two and moved from fourth to second by the third lap, dropping Kopp to third. King took off after Parker, but to no avail.

"I was trying to run on the edge of the cushion all the time and stay out of the holes," said King, who appears to be on his way to earning back his "Mr. Consistency" moniker. "I had some really good lines as far as missing the holes, but then turn three broke up, and that was where I was making up a lot of time on Scotty. When that broke up, I was in trouble then; at least I wasn't making up any time."

Kopp was then passed by Davis, who closed rapidly on King. Davis' charge was cut short on lap six as Kopp, Graham and Beattie all blasted by in a group. Kopp held on to third for three laps this time, until Graham unseated him. Graham then pulled clear and went after the only other Honda in the field - King's.

"Even though I wasn't riding the line I invented, it felt like I was making time," Graham said. "That yellow Corbin bike was getting bigger. That high line was where I was going to go, but it takes longer to get there, and I thought maybe it was getting rough up there. So I stayed down low. I went through the pack down there."

Graham's Honda, however, was barely up to the 15-lap challenge.

"On the last lap, coming off turn four, the bike started to seize," Graham said. "It was just bogging down; then, after the start/finish line, it locked up. Good thing they shortened the race."

Atherton was the next rider to set Kopp back, moving by on lap 12. All the while Parker was holding a solid lead.

"I could see I had a little time on them; I could be a little slower, and they would have to cut some real good laps to reel me in," Parker said. "Once I saw the halfway flags, I just told myself to be mellow and not do anything stupid. I just kept an eye on Rich and held my line."

Springsteen progressed forward the whole race, moving from 12th on lap one to his eventual sixth-place finish.

Butler came from the third row to capture 11th.

"It went pretty well from the back row, I figure," Butler said. "After five laps or so, I could finally see. We started putting it together and coming up through the pack. I kind of wish they hadn't cut it short. Fifteen laps - we did the best we could. We made the main and got points. That's what counts. Starting on the third row really hurts. Usually on a mile it doesn't matter that much. Here the draft didn't really work that strong - basically no draft, and as rough as it was, I'm happy with 11th."

Paul Lynch rode his Lynch Transportation/Ridge Sheet Metal Harley home in 12th.

"We got off to a slow start tonight," Lynch said. "Our mechanic didn't come, and it took us a while to figure things out. We got into the main out of the semi, but once the National started, we moved up. Twelfth is not such a bad night, all in all. I knew how many tear-offs I could use a lap, and I just kind of wiped and saved them. I pulled my last one off on the last lap, so I had it figured pretty good. I didn't have any trouble at all seeing, and I was running in a group, so I don't think it was that bad out there."

After charging to a semi win, Kevin Varnes rode to a 13th-place finish and had to pass two riders on the last lap to garner that.

"I flipped my shield up probably 10 times," Varnes said. "I had a pretty good start from the inside, but I don't know what happened that first lap. A bunch of guys just scattered and started heading for the inside rail. I don't know if they couldn't see or if it looked like someone was going to fall. I just backed off. I know Butler was sideways down the back straight. I didn't feel comfortable and didn't want to do anything stupid. That last lap, Camlin came dropping back along with Morehead, and we were kind of running together. I passed Camlin going into three and Morehead coming off four. I couldn't really see, so I just gassed it."

Morehead's race was doomed from the first lap, when he averted a major problem after being hit going down the back straight.

"I pretty much just rode around," Morehead said. "The lights went out the first lap, and everybody strung out. Going down the back straight the first lap, I couldn't see, so I was trying to get out of the way. When I pulled over, Graham slammed me from behind - he couldn't believe he hit someone so hard on the straightaway. The spray was so bad right off the start that you had to hold back. Once everybody strung out, you couldn't do anything. It was just a matter of riding around, taking our 13th, or whatever, and heading to California."

Graham's version of the incident was much the same.

"The track was really good, but early on it was hard to see," the three-time champion said. "On the first or second lap, Morehead was blinded and he swerved to the left down the back straight. I clipped him, but I never shut off. I needed the power to pull out of it, even if we did hit. As hard as I hit him, I

Briefly...

The points race definitely took a turn for the worse for Total Control Racing. With only three races left, **Scott Parker** now holds a 24-point lead over **Will Davis**. Davis' TCR teammate Atherton is all but eliminated, as he sits 45 points back. "We had to finish better than fourth, especially at a place like this," Atherton said. "This is my old stomping grounds."

In the **883 National Series,** it's another story. **Dave Camlin** still holds the lead, but it's down to a mere two points over **Jess Roeder**. Camlin's teammate **Mike Hacker** and **Shaun Russell** are tied for third 54 points back.

Under the be-careful-what-you-wish-for category: **Kevin Atherton** was lobbying for the five-heats-and-no-semi format before the races started, which would have eliminated him from the program when he blew up his number-one bike in the third heat. "I was just fortunate they ran semis, because I talked to Bruce about not even running them. I'm glad he didn't listen," said Atherton after his fourth-place finish in the National.

Everyone was impressed with the fine accommodations of **Canterbury Park**, but most felt the track was in need of help. "The track definitely needs some work, but he (Dave Durelle) promoted this race excellent," Scott Parker said. "There were great fans here. It just shows that if you work your butt off, you can fill the stands. On the other hand, we need to work on the race track. We need a track where we can put on a show for these fans at this place." Second-place finisher Rich King agreed. "It's a neat facility and all, if they can just work the race track and get that in top shape," King said. "After finishing third in the heat, to come back and finish second in the main is great. I'm happy."

Jay Springsteen is having a relaxing end of the season. "Jim Kelly is doing a super job on our motors," Springer said. "We've only had one motor failure all year - and that one was twingled. Everything has been working so good I even got to go fishing this last week, because we haven't had to spend so much time working on the motorcycle. And I made $200 gambling last night. I love it up here. It reminds me of home."

Bret Beyer is busily preparing for his future as a school teacher. "That's my last race for this year. There are things that are more important," Beyer said. "I know I can't do this forever, but we learned a lot on setup the last few weeks - things that should help a lot next year. I've started my student teaching. I'm teaching seventh-grade math at the Horace Mann Middle School in Neenah, Wisconsin. It's awesome; I love it. Everything is really going well. I'll be moving to a high school in November and be a teacher in January. Then I'll be looking for a full-time position throughout the summer."

More shocking news: **Suspension problems** sidelined two hard-chargers early in the Grand National and one from a semi start. **Geo Roeder II** was one of them, sliding to a halt on lap three in the main event. "The bike wouldn't go into third gear off the line," Roeder said. "It started doing it in practice and I had to short-shift it. I had a good jump off the line, but I got too anxious. I let it rev out too much, and I couldn't get it into third. It jumped back into second on me, but once we got going it was really running good. I hit a rut and the seat came up. I thought, 'Man the seat's coming off.' I got back on the gas and it didn't want to go anywhere, I'd broken the strut and the rear wheel was locking up." Much the same problem befell **Steve Beattie**, as his race ended on lap six. "The shock linkage broke," Beattie said. "I was running like fourth right in the middle of it. I was riding it like a half mile: Go in high and diamond it off." On the stranger side was Johnny Murphree. As he came out for the second semi, he noticed his shock was not rebounding. "I took it back to the pit gate, but couldn't get it to work," Murphree said. "When we went to load it into the truck, it worked fine, so now we don't know what's wrong with it."

Dave Camlin reported on the money raised for Recil Hart at Camlin's East Moline Race. The golf tournament raised $2500, thanks to Wiebler's Harley-Davidson, Gett Industries, Springfield Armory, Iowa HOG and all the people that played in the tournament. The raffle at the Quad City Downs Grand National raised another $1500. Thanks to Scott Parker (who donated a clock), Davey Camlin (who donated a racing helmet), and Alvin Wilcox of Finishline Motorsports Art (for donating two pictures that he drew of Steve Morehead and Jay Springsteen).

was afraid he would go ass-over-tea kettle, but luckily he didn't."

One of the pre-race favorites, Camlin, became the last rider running, as mechanical problems frustrated the normally strong mile-track rider.

"There was something wrong with the bike," Camlin said. "It was running on 1 1/2 cylinders. We knew it going out, but we were hoping it would clean out. It never did. I'm really disappointed; we were fast early, and I was having fun. Sure, it was rough, but that's racing."

Bigelow was another disappointed rider, as his race was cut short on lap 13.

"I got into a big tank-slapper off turn four," Bigelow said. "I was so out of control. When that happened, it pulled a carburetor off. I was up to 12, my career high. That's kind of a bummer. After I got up there, I had a feeling there was no way I was going to finish - either I was going to fall off or the bike would break." CN

Canterbury Park
Shakopee, Minnesota
Results: September 13, 1997
(Round 19 of 22)

HEAT 1 (8 laps; 9 riders, top 3 transfer): 1. Scott Parker (H-D); 2. Joe Kopp (H-D); 3. Steve Morehead (H-D); 4. Paul Morgan III (H-D) 5. Johnny Murphree (H-D); 6. J.R. Schnabel (H-D); 7. Josh Butler (H-D); 8. Brian Kromroy (H-D); 9. Gary Rogers (H-D).
Time: 5 min., 22.313 sec.

HEAT 2 (8 laps; 9 riders, top 3 transfer): 1. Will Davis (H-D); 2. Jay Springsteen (H-D); 3. Steve Beattie (H-D); 4. Dale Jenneman (H-D); 5. Paul Bergstrom (H-D); 6. Shaun Russell (H-D); 7. Jim Sumner (H-D); 8. Dan Butler (H-D); 9. Dan Stanley (H-D).
Time: 5 min., 26.294 sec.

HEAT 3 (8 laps; 9 riders, top 3 transfer): 1. Ricky Graham (Hon); 2. Mike Hacker (H-D); 3. Bret Beyer (H-D); 4. Paul Lynch (H-D); 5. Brett Landes (H-D); 6. Ken Coolbeth Jr. (H-D); 7. Lonny Kopp (H-D); 8. Joey Brock (H-D); 9. Kevin Atherton (H-D).
Time: 5 min., 23.155 sec.

HEAT 4 (8 laps; 8 riders, top 3 transfer): 1. Dave Camlin (H-D); 2. Geo Roeder II (H-D); 3. Rich King (Hon); 4. Bryan Bigelow (H-D); 5. Kevin Varnes (H-D); 6. Chance Darling (H-D); 7. Jose Aguilar (H-D); 8. Lonnie Pauley (H-D).
Time: 5 min., 27.160 sec.

SEMI 1 (6 laps; 7 riders, top 2 transfer): 1. Paul Morgan (H-D); 2. Dan Butler (H-D); 3. Chance Darling (H-D); 4. Brett Landes (H-D); 5. Paul Bergstrom (H-D); 6. Josh Butler (H-D); 7. Joey Brock (H-D).
Time: 4 min., 05.751 sec.

SEMI 2 (6 laps; 8 riders, top 2 transfer): 1. Kevin Varnes (H-D); 2. Paul Lynch (H-D); 3. Lonny Kopp (H-D); 4. Lonnie Pauley (Hon); 5. Shaun Russell (H-D); 6. Brian Kromroy (H-D); 7. Johnny Murphree (H-D); 8. Dan Stanley (H-D).
Time: 4 min., 07.806 sec.

SEMI 3 (6 laps; 8 riders, top 2 transfer): 1. Kevin Atherton (H-D); 2. Bryan Bigelow (H-D); 3. Ken Coolbeth Jr. (H-D); 4. Gary Rogers (H-D); 5. J.R. Schnabel (H-D); 6. Jim Sumner (H-D); 7. Jose Aguilar (H-D); 8. Dale Jenneman (H-D).
Time: No Time - Red Flag.

GRAND NATIONAL (15 laps; 18 riders): 1. Scott Parker (H-D); 2. Rich King (Hon); 3. Ricky Graham (Hon); 4. Kevin Atherton (H-D); 5. Joe Kopp (H-D); 6. Jay Springsteen (H-D); 7. Paul Morgan III (H-D); 8. Will Davis (H-D); 9. Bret Beyer (H-D); 10. Mike Hacker (H-D); 11. Dan Butler (H-D); 12. Paul Lynch (H-D); 13. Kevin Varnes (H-D); 14. Steve Morehead (H-D); 15. Dave Camlin (H-D); 16. Bryan Bigelow (H-D); 17. Steve Beattie (H-D); 18. Geo Roeder II (H-D).
Time: 10 min., 08.714 sec.

AMA GRAND NATIONAL CHAMPIONSHIP SERIES POINT STANDINGS (After 19 of 22 events): 1. Scott Parker (327/6 wins); 2. Will Davis (303/6 wins); 3. Kevin Atherton (282/2 wins); 4. Rich King (245/2 wins); 5. Ricky Graham (206); 6. Dave Camlin (199); 7. Jay Springsteen (183); 8. Joe Kopp (179/1 win); 9. Steve Morehead (145); 10. Dan Butler (130); 11. Mike Hacker (127); 12. Kevin Varnes (113); 13. Geo Roeder II (90); 14. (TIE) Ken Coolbeth Jr./Paul Morgan III (80); 16. Steve Beattie (78); 17. J.R. Schnabel (65); 18. Dan Stanley (56); 19. Brett Landes (53); 20. Willie McCoy (44).

883 HARLEY-DAVIDSON NATIONAL CHAMPIONSHIP (10 laps; 17 riders): 1. Jess Roeder; 2. Dave Camlin; 3. Mike Hacker; 4. J.R. Schnabel; 5. Shaun Russell; 6. Paul Bergstrom; 7. Victor McAnally; 8. Bret Beyer; 9. Johnny Murphree; 10. Billy Martin; 11. Gary Rogers; 12. Chance Darling; 13. Brian Kromroy; 14. Robert Miller; 15. Bob Buffington; 16. Yuhiko Hirao; 17. Tom McGrane Jr.
Time: 7 min., 18.768 sec.

AMA 883 HARLEY-DAVIDSON NATIONAL CHAMPIONSHIP SERIES POINT STANDINGS (after 10 of 13 events): 1. Dave Camlin (188/5 wins); 2. Jess Roeder (186/2 wins); 3. (TIE) Shaun Russell (1 win)/Mike Hacker (134); 5. J.R. Schnabel (119); 6. Johnny Murphree (116/1 win); 7. Robert Miller (104); 8. Paul Bergstrom (76); 9. Bret Beyer (71/1 win); 10. Billy Martin (70); 11. Willie McCoy (61); 12. Victor McAnally (50); 13. (TIE) Jason Fletcher/Scott Stump (41); 15. (TIE) Brian Kromroy/Chance Darling (35); 17. Jake Zemke (32); 18. Sean Lollar (30); 19. Donnie Krusinski (27); 20. Paul Morgan (25).

Upcoming Rounds:
Round 20 - Sacramento, California, September 27
Round 21 - Las Vegas, Nevada, October 4

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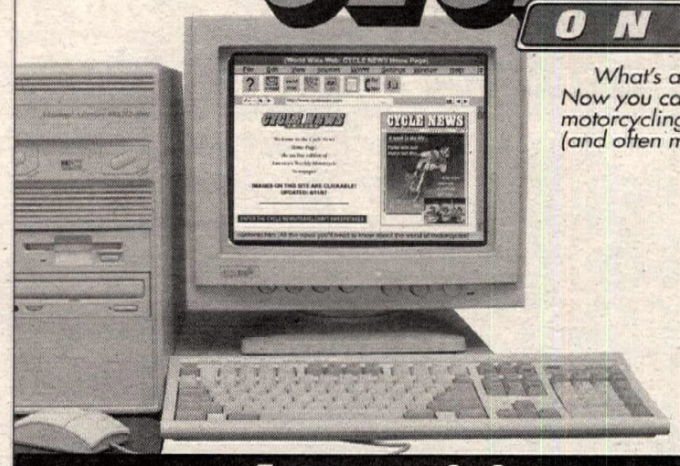
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TEAM YAMAHA 1997

1/1 Windham - 125 - Los Angeles SX
1/18 Henry - 250 - Los Angeles SX
1/25 Windham - 125 - Phoenix SX
2/1 Henry - 250 - Seattle SX
2/15 Dowd - 125 - Indianapolis SX
3/8 Dowd - 125 - Daytona SX
3/15 Windham - 125 - Minneapolis SX
3/22 Windham - 125 - Houston SX
3/29 Lusk - 250 - Orlando SX
4/12 Lusk - 250 - Pontiac SX
4/19 Windham - 250 - Charlotte SX
4/26 Windham - 125 - Dallas SX
5/17 Windham - 125 - Las Vegas SX
5/17 Henry - 400 - Las Vegas SX
6/15 Lusk - 250 - Budds Creek MX
6/22 Dowd - 250 - Southwick MX
7/6 Windham - 125 - Red Bud MX
7/6 Dowd - 250 - Red Bud MX
8/2 Windham - 125 - Unadilla MX
8/24 Dowd - 250 - Broome Tioga MX
8/31 Windham - 125 - Steel City MX

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Just Blue By.

We tore up more than eight calendar pages between L.A. in January and Steel City in August. Team Yamaha's Kevin Windham, John Dowd, Ezra Lusk and Doug Henry scored a total of 21 AMA wins, indoors and out, against the toughest competition in the world. First Kevin won the AMA Western Regional Supercross crown, then shredded in Charlotte, becoming the first active 125 rider to win a 250 main event. Doug and the factory YZM400F four-stroke lit up the Las Vegas Supercross: heat race, hole shot and main event. John won twice on the YZ125 and three times on the 250. Then Ezra inked his first 250 Supercross win in Orlando. Seems like L.A. was only yesterday. Time flies when you're making history. Congratulations to Team Yamaha, 14 guys who know motocross is a team sport.

TEAM YAMAHA (L to R): Jon Rosenstiel · Mike Guerra · Keith McCarty · Kevin Windham · Alley Semar · Ezra Lusk · Steve Butler · John Dowd · Brian Berry · Doug Henry · Pete Steinbrecher · Bob Hannah · Bob Oliver · Pat Muras

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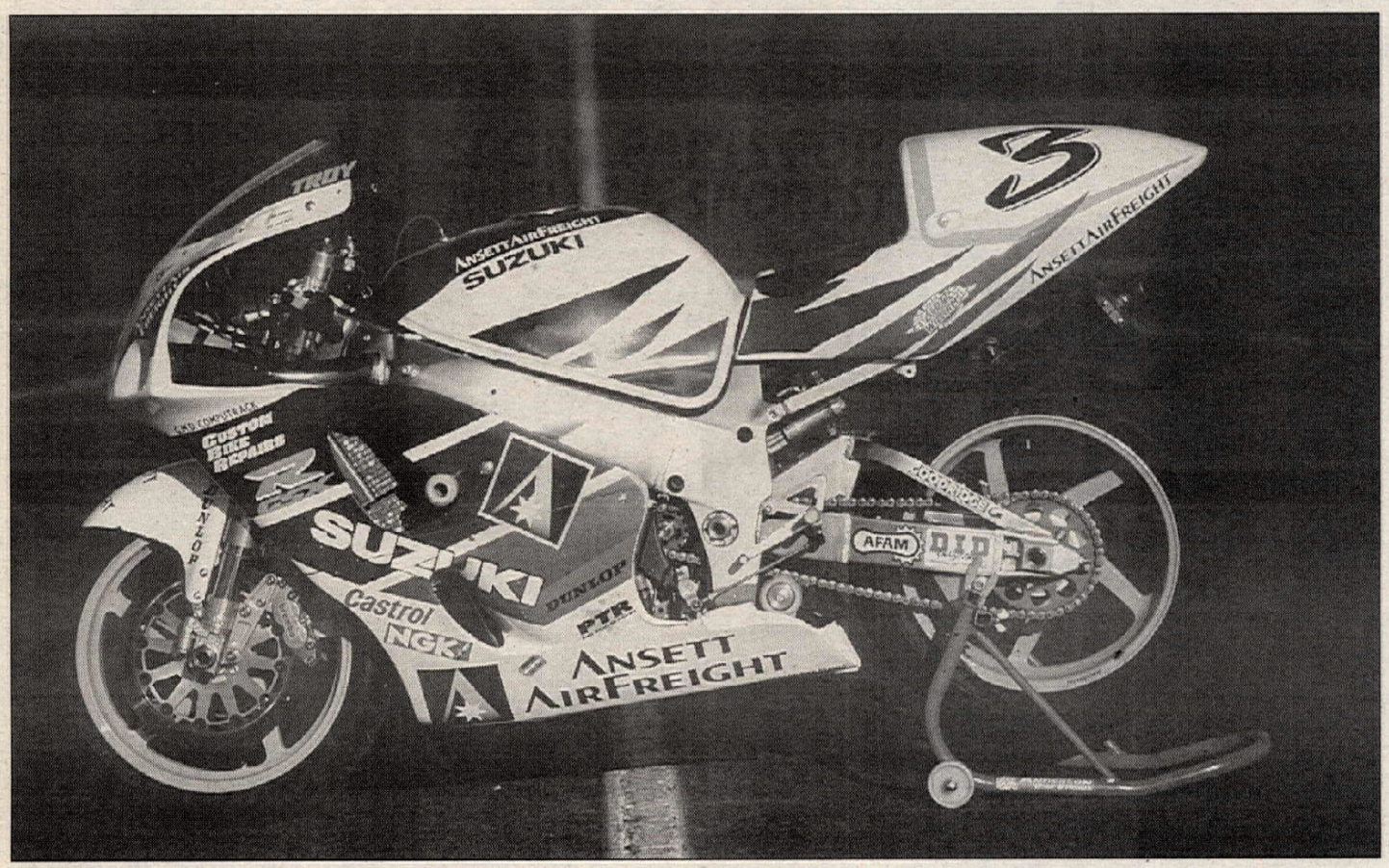
Down Under dominator



By Alan Cathcart
Photos by Paul Barshon

Suzuki's inability to turn its new GSXR750 into a regular top-10 points scorer at World Superbike level, let alone even an occasional race winner, is one of the great mysteries of modern-day four-stroke motorcycle racing.

Here's a motorcycle that from its very debut was so evidently born to run - and win. In designing this bike, Suzuki's engineers obviously started with a clean sheet of paper, with the objective of making a racer with lights that would dominate its class both in the showroom and on the track. The result - bristling with technical innovation in the motor and adopting the same chassis geometry and overall design parameters as Kevin Schwantz's world-title-winning RGV500 GP racer - has sold very well around the world and dominated 750cc Supersport racing for the past two seasons, thanks to its combat-ready package of light weight, a powerful, high-revving engine, and race-quality handling, all delivered at a competitive price.

But, while commercial success was always a key priority, Suzuki management was surely counting on the new GSXR to also deliver the kind of results at the superbike level that the company hasn't enjoyed in a decade or more - the kind of results that deliver corporate prestige and sell even more motorcycles. And, frankly, it hasn't happened - not at the National level in major markets like Germany or the United States, and especially not in World Superbike, where the Harris-run works team has so evidently struggled to make a bike that is one of the Superbike speed kings in a straight line handle well enough to put its undoubted power to the road.

Sure, there have been moments of promise: Scott Russell's near victory in the new Suzuki's debut race at Daytona last year; John Reynolds' fifth place at Monza in mid-'96; James Whitham's pair of third-place finishes at Hockenheim and Monza this season; and occasional good results in the AMA Superbike and German Pro Superbike series.

But, basically, it's taking far longer than anyone expected - and especially Suzuki, I'm sure - to turn a bike that on paper has all the makings of a consistent race-winner at the highest level into just that.

There is one country where this is an exception: Australia. In what is surely one of the three most hotly contested national superbike series anywhere in the world - fought out by importer teams from Ducati and three of the four Japanese manufacturers with machinery that is at most one level of specification down from World Superbike (and which has produced Troy Corser, Anthony Gobert and Kirk McCarthy as champions in successive seasons) - Suzuki won its first Aussie superbike title in nine years, straight out of the box last season with the new GSXR750. This title came thanks to former 500cc GP

On paper, the GSXR750 should have been a superbike contender from the beginning, but success at four-stroke racing's highest level has been elusive - except in Australia, where the Ansett racing team has turned the bike into not only a contender, but a title winner.

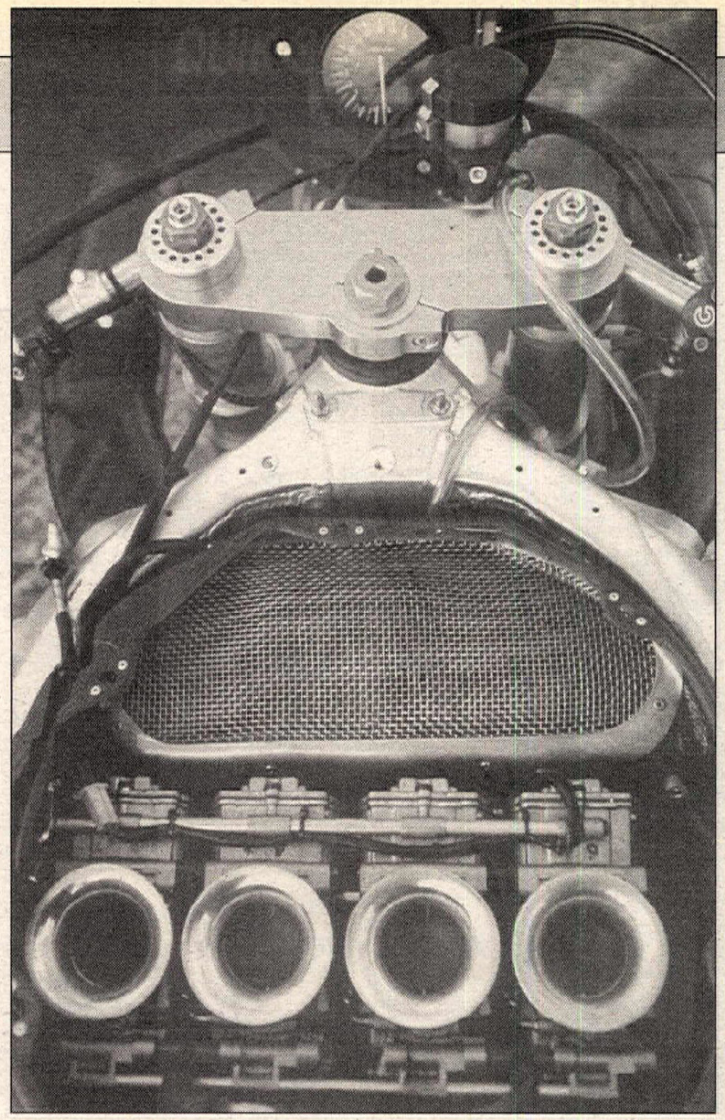
rider Peter Goddard, who put together the Ansett Air Freight-sponsored team, then rode the bike himself to a convincing title victory. This year, Goddard has reverted to a purely managerial role with the team while he contested the World Endurance title (and won) with the French Suzuki team. But his protégé, Troy Bayliss, has picked up where the boss left off, dominating the '97 Australian Superbike series to date with a series of decisive race wins. Perhaps more to the point, Bayliss also proved that Goddard and the Ansett Suzuki team's race engineer, Phil Tainton, have jointly developed their GSXR750 into a world-class superbike with his pair of fifth-place finishes in the opening round of the World Superbike Championship at Phillip Island in March, in very contrasting conditions.

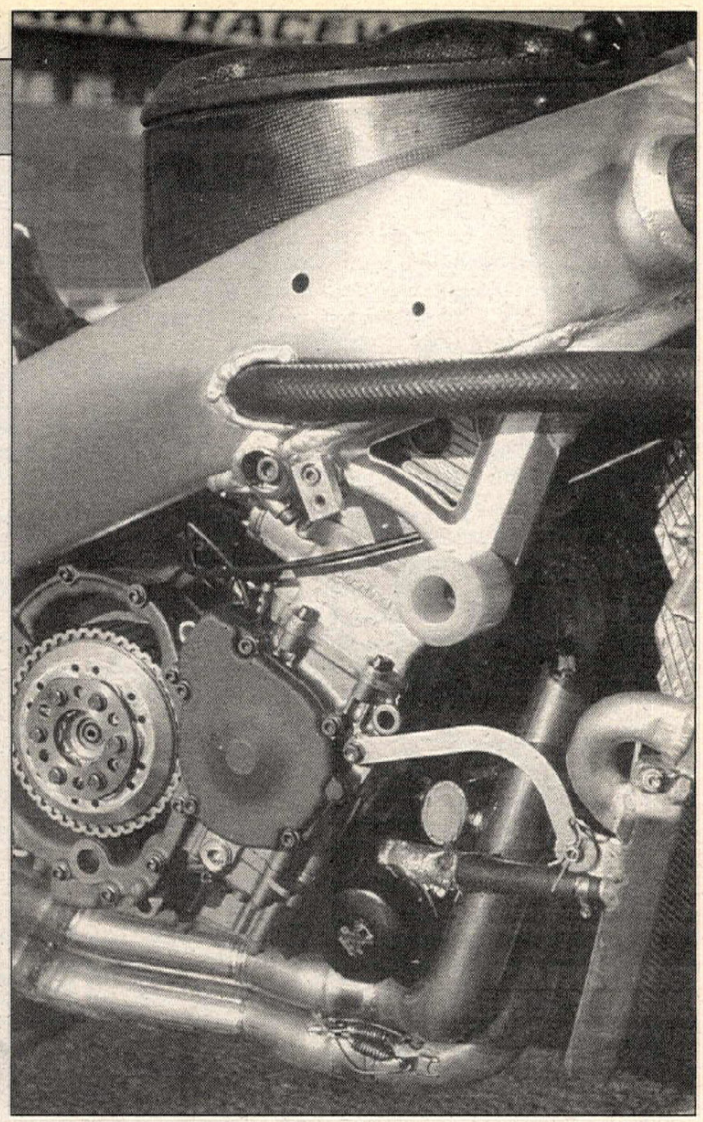
In the first race, run in the wet, Troy Mark Two dropped the bike on the slippery surface, remounted and still finished just two slots off the podium. The second race on the fast, bumpy circuit was dry, and Bayliss hitched a ride on the high-speed freight train of top contenders and repeated his fifth-place finish - beating Scott Russell and John Kocinski, among others. More to the point, he was embarassingly far ahead of the 13th place of Whitham's works Suzuki.

Okay, home-track advantage might have played some part - but still, the Harris-run team didn't exactly get its own back at Donington, did it? And the fact that Suzuki's first major international victory with the new GSXR750 came three weeks later at the Le Mans 24-Hour, when Peter Goddard joined Doug Polen and Juan-Eric Gomez aboard the French-run Suzuki that triumphed so decisively in front of 80,000 spectators, shows that, just maybe, the Australian ace might have unlocked the secrets of how to make the Suzuki a winner.

Only one way to find out: Step up at Melbourne's Calder Raceway on a crisp Aussie winter's day to ride Bayliss' Ansett Suzuki. I was more interested than usual to ride the Ansett GSXR, given that, in eight years of track-testing every World Superbike works contender each season, the only time I've ever been refused a ride was by Suzuki factory management in '96, when I asked to test Reynolds' bike and got turned down. Considering that all three of the other Japanese manufacturers have let me ride their works bikes while they were not exactly at the peak of their development, this left me not only frustrated but also curious: Is the GSXR750 such a highly strung, nervous-handling prima donna of a bike that you need the skill of a Goddard, the experience of a Polen or the balls of a Bayliss to master it? Calder would tell...

Bottom line first: If this bike raced in World Superbike rounds on other continents with a top rider (well, like "God" himself, for instance), it'd surely be a regular contender for top-five finishing places - and on every type of circuit, too, not just power-up tracks like Monza and Hockenheim, where the Suzuki's truly awesome top-end performance comes into its own. While I'm certainly not up to riding the bike as hard as Troy or Peter, I gave it a pretty good workout once the track surface at Calder had dried out from morning rain, and I stopped getting wheelspin in sixth gear down the main straight when I hit a shiny, damp tarmac patch. And as hard as the engine revs, as quick as the bike steers, and as undoubtedly fast as it is in a straight line, this is an extremely ridable, raceable package that brings new standards of agility to the four-cylinder four-stroke class. It's a four that thinks it's a twin - but also a Superbike with the feel of a 500.





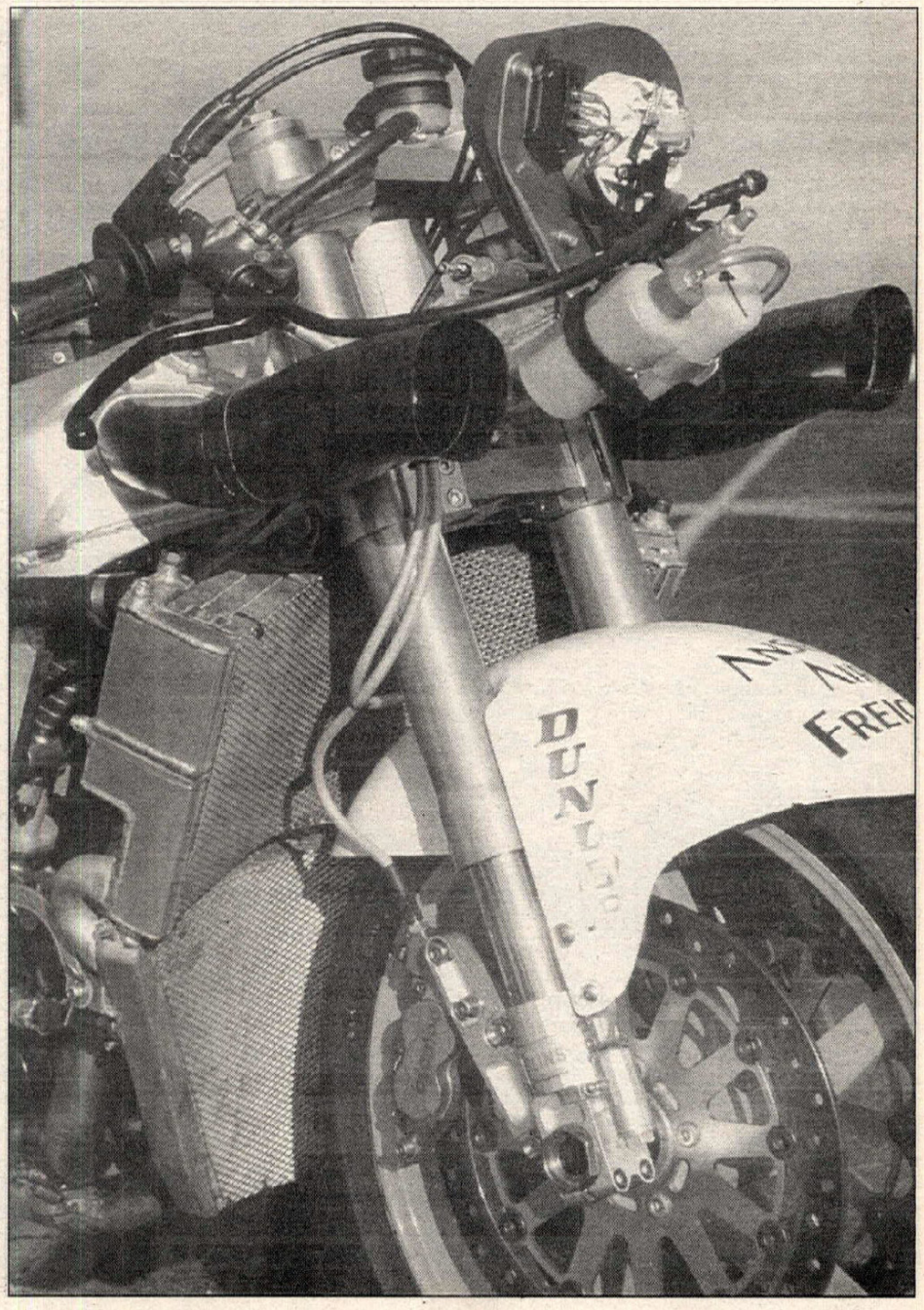
You get an immediate feeling of that split personality as soon as you sit on the Suzuki. It feels shorter and narrower than other four-cylinder superbikes (especially the Kawasaki), with a close-coupled riding position that isn't unduly cramped or uncomfortable. Goddard has raised the rear ride height to load up the front end weightwise as well as steepen the head angle, and the result is a motorcycle that feels little different to sit on than the 500cc GP bike on which he honed his riding skills. Though of course it's heavier-steering than a 500cc V-four weighing 66 pounds less, the Suzuki's handling is also noticeably more nimble than other superbike fours - especially swapping directions in a chicane. It's almost as easy-steering as an even narrower Ducati, almost certainly because Suzuki got the engine position spot-on in designing the bike, and Goddard and Tainton have refined the chassis setup to perfection.

But, though nimble-handling, the Ansett GSXR doesn't wobble or weave in a straight line, as Whitham's bike clearly still did for all to see on TV at Monza this season. It even stays true when you hit a bump that unsettles the bike with the suspension compressed under hard acceleration. It also manages to resist the high-speed headshake that the Kayaba-equipped works bikes so often suffered last season. I saw 12,500 revs in top gear on Calder's long front straight, which was quite fast enough to provoke this problem, if it were going to happen at all - and it didn't.

And neither is the Ansett GSXR twitchy or nervous entering a turn hard on the brakes - though I'll admit it was to start with, until I got the hang of riding the bike and started to push harder. Then it all came together almost perfectly - but only after I'd stopped for some suspension adjustments.

To begin with, the Ohlins rear shock was definitely oversprung, and the forks were also so stiffly set up that they chattered over the ripples left by cars in the horseshoe at the end of the Calder main

(Above left) The short-stroke in-line four's 42mm Mikuni flat-slide carbs are very sensitive to velocity-stack length - getting it right yeilds a 5 bhp increase in power output.
(Above) Use of the factory exhaust this year fattened up the midrange output. The engine features Suzuki's factory engine kit - a $50,000 investment.
(Below) One of the keys to getting the Ansett Suzuki to handle so well was the use of Ohlins suspension front and rear.



straight. Also, the back end wouldn't hook up properly exiting a bumpy turn. But here's the trick: Like most other top superbike tuners, Phil Tainton is completely familiar with what makes Ohlins suspension work, so while I went off for a spin on the latest Silverbird version of the Hunwick Hallam X1R V-twin I was also testing (I know - hell of a life, isn't it?), he fitted a softer rear spring, adjusted the rebound damping, and reduced the compression on the forks. The second time around, the Suzuki handled great - illustrating perhaps the single biggest handicap under which other Suzuki teams have to labor, which is that they use Japanese suspension that is (a) not so compliant, (b) harder to adjust correctly without full expert backup, and (c) doesn't have the same degree of hands-on familiarity for superbike mechanics around the world. Hey - if Ohlins are good enough for Kawasaki to use on its works bikes, let alone Yamaha, owner of the Swedish company, then why doesn't Suzuki do so? Especially as Harris is Ohlins' British importer! Your call.

Other differences worth noting between the Ansett bike and other Suzukis are the Brembo brakes (not six-pot Tokicos) and Dunlop tires, rather the Michelins used by the World squad. After we got the suspension dialed in right, the Suzuki hooked up really well out of turns - and it also steers very neutrally on the power, without pushing the front wheel. Basically, it goes where you point it.

But the brakes - awesome! The four-pot Brembos are top-shelf items costing over $2000 each, and worth every buck. Extremely sensitive yet progressive, too, they deliver fantastic stopping power from the cast-stainless rotors, allowing you to brake well within the 200 board from well over 160 mph in top for the horseshoe at the end of Calder's front straight, aided by the engine braking delivered by the antilock clutch. But then, when you trail-brake into the bend, the Suzuki turns in controllably, neither tipping into the apex as the steering geometry steepens under weight transfer nor needing to be forced on its side to stop it from understeering into the grass.

What a nice bike to ride. I never thought I'd say that, after watching Reynolds and McCarthy last season!

And yet, the best is still to come: engine time. Extremely musical-sounding, even if it doesn't rev as high as a Kawasaki, the Suzuki motor is extremely strong, but it isn't just a top-end guided missile you have to keep revving hard at all costs. Instead, in its new '97 form with added midrange thanks to the new kit exhaust, the Suzuki has very crisp throttle pickup (guess those duplex canisters on the exhaust must work) and carburets very cleanly from as low as 6000 revs, in spite of the bigger 42mm carbs now fitted. Now I can understand why Bayliss went so well on the bike in the rain at Phillip Island - or indeed how Whitham made the rostrum in the wet at Monza.

Then, from 8000 rpm upward, it starts to motor strongly, with no kick or flat spot in the power delivery - just a completely linear pull up to peak revs of 13,500. The power holds to the 14,200 rpm rev-limiter, but Tainton says the riders all change up at the 13,500 power peak, or even below.

"We find there's no need to rev it out, unless you're stuck for a gear," he says. "There's no extra power up there, so you're better off short-shifting and using the fat part of the torque curve, unless you need to save a gear change."

Following that advice proved the Suzuki to be a far more flexible friend than I'd ever imagined it could be. It's not a twin - but it's the next-best thing in

"God's bike"

"There's nothing in this engine that a privateer can't buy," says Phil Tainton, the top Australian superbike tuner who prepares and runs the Ansett Suzuki team bikes out of his small but well-equipped PTR workshop near Melbourne's evocatively named suburb of Ferntree Gulley. "The parts we have in it are the same as (those) used by the factory World Superbike team and the top Suzukis raced in the All-Japan and AMA Championships, and that means that Suzuki has kept faith with the Superbike concept by offering a customer race kit that duplicates their factory hardware and allows privateers to benefit from all the development time that went into the works bikes. Provided you install it properly and stay on top of component replacement, you'll have a very powerful package that's also very reliable - so far, we've had no major mechanical failures of any kind in 1 1/2 seasons."

And with James Whitham topping the Hockenheim speed-trap table on his similar Harris-run works bike at 189.06 mph, also very fast. Inevitably, the spinoff from the Suzuki factory team's R&D doesn't come cheap. To allow Tainton to build Peter Goddard's title-winning bike at the start of the '96 season, Suzuki Australia purchased one of the costly (about $50,000) factory engine kits, some of the technology of which Phil then duplicated for a second, lower-spec, team bike, ridden last season by Damon Buckmaster. Running on a strict budget didn't permit the luxury of a second machine for either rider and, for this season, "God's" title-winner was updated to latest '97 spec, and assigned to Troy Bayliss, who has kept right on winning with it; second-strong Mark Willis has the number-two bike. That meant the Ansett Suzuki I rode at Calder was indeed Goddard's works-spec '96 machine, still fitted with a full complement of factory parts, the whole subtly improved with Tainton's own tuning talents.

Tuner Phil Tainton with his superbike race winner.

The ultra-compact 72 x 46mm DOHC engine's basic package therefore includes a kit crankshaft identical in design to the stock street one, but made of stronger material, fitted with a set of titanium rods and forged race-kit pistons. These deliver 12.5:1 compression as supplied, but Tainton has increased the ratio to 14:1 via the base gasket, in spite of which the Ansett Suzuki will happily run on premium unleaded pump fuel. And even with this fuel, the bike delivers 155 bhp at the rear wheel at 13,500 rpm, says Tainton.

However, he's also found that tipping in World Superbike-spec ELF race fuel delivers over 5 bhp more with no mechanical mods whatsoever. Obtaining this kind of poke requires the right combination of trick parts and careful work on the cylinder head (a factory item fitted with titanium valves that are 30 percent lighter than equivalent steel parts, but still use stock 29mm inlet/24mm exhaust sizes, each with two springs). Beryllium-copper valve seats are fitted to match the valve material, with kit camshafts, on which Tainton has altered the cam timing compared to factory spec, in pursuit of improved midrange performance. However, he's holding off fitting the gear cam-drive conversion used by the works team this season until its reliability is proven.

The carbon-pressurized airbox is a locally made copy of a factory master lent to the team by U.S. Suzuki and cloned by Racers Edge in Melbourne, who also produced the Kevlar fuel tank, carbon bodywork, etc.

For 1997, Suzuki has homologated bigger 42mm Mikuni TDMR flat-slide carbs (up from 40mm in the GSXR's debut year), which take a while to dial in because of greater variables in the jetting, and are also very sensitive to intake-trumpet length.

"We use standard carb manifold rubbers, but vary the length of the velocity stacks," says Tainton. "I've found a big performance enhancement in these - there's 5 bhp locked up in just 10mm variation of stack, between 26mm and 36mm in length! Because there's so much difference, I'd really like to try adjustable stacks - that has to be the way to go, and we'll get to that next winter. But we're now running a compromise, with staggered stacks and altered cam timing, and we very possibly now have too much midrange, which causes Troy some wheelspin problems. For Phillip Island, we took some midrange away and went for top end, and the result was he went faster out of turns."

A key ingredient in this is not only the race-kit ignition, but also the new-for-'97 titanium exhaust. The tapered headers and factory silencer are a metallurgical work of art well worth the $2500 list price. They come complete with trademark Yoshimura-derived duplex canisters on the downpipes that link exhausts 1 and 4 with the aim of enhancing engine response from a closed throttle (larger than the ones used last year, which linked one to two and three to four, instead). The new '97 exhaust system is a four-two-one setup, giving added midrange compared to the 4-1 used last season, with a split collector. A modified sump and oil pickup is required to tuck the kit pipe tightly under the engine.

"This is a very good pipe which removed the single biggest problem we had with the power delivery last year, which was a heavy flat spot around 10,000 rpm," says Tainton. "We tried to eliminate it ourselves, but could only do so at the expense of top-end power, whereas now the factory has delivered the best of both worlds with this new system."

While the set of titanium rods at $9300 total isn't exactly cheap, and factory carbon-fiber parts seem inordinantly pricey (hence the replication), the real big numbers are reserved for the components harnessing all the extra power the factory-spec engine delivers.

Heading the list is the huge, curved, double-stack water radiator at roughly $14,000, necessary to keep such a potent engine running at the optimum 160-degree temp, followed by the sprag-type dry-clutch conversion also costing $14,000, plus the close-ratio six-speed gearbox (incorporating the factory speed-shifter) which at a mere $3300 per cluster seems practically a bargain. There's a choice of three different ratios for each gear, and with Goddard's 500cc GP experience leading him to be very fastidious about getting the internal ratios right for each circuit, Tainton has had lots of practice at taking advantage of the Suzuki's unique three-way split to the engine, which allows access to the gearbox without disturbing the crankshaft. Just 90 minutes is sufficient for the engine to be pulled from the frame and opened up, the gearbox setup altered and the engine replaced.

While little expense was spared to have the best possible engine spec, the Ansett team opted to forego the works chassis kit and adapt the rest of the bike itself from stock - not only to save on budget, but also to get it the way Goddard wanted it. The stock frame is completely unbraced, though Tainton says he'd like to fit a strut above the cylinder head as the factory team has done, to tie up the two alloy frame spars and stop it from twisting under duress.

Tainton has moved the adjustable swingarm pivot up and forward to obtain more swingarm angle for a better drive (one solution to the wheelspin problem caused by the hefty midrange), but the most obvious difference is the use of Ohlins suspension rather than the Kayaba or Showa setups employed by Suzuki teams elsewhere - an important move, given that Goddard is so particular about suspension settings, and given the widespread knowledge about dialing in the Swedish hardware.

The Ansett bike uses a stock Suzuki kit link modified to fit a piggyback-type shock originally intended for a ZX7R, as well as top-line 46mm Ohlins forks with 28mm offsets delivering 98mm of trail from a 23-degree head angle, and has a stock 54.9-inch wheelbase - in fact the geometry is all very close to the GSXR750 street bike (96mm/24°), though weight distribution is now 52/48 percent front-biased, and Goddard's bike must carry 6.6 pounds of ballast to meet the 356.4-pound superbike weight limit. If the magnesium side covers weren't included in the engine kit, there'd be no need to fit them...

Top-line Brembo brakes, Marchesini wheels and Dunlop rubber complete the package - the latter 17-inchers at both ends, in accordance with a cost-saving gentleman's agreement between the Australian Superbike teams not to indulge in the added expense of 16.5-inch rear tires. Bayliss did, however, use these at the World Superbike round at Phillip Island, where he reported extra drive out of turns with the smaller-diameter tires.

The complete package therefore represents racing proof that Suzuki has a very good customer Superbike in the GSXR750, offering a level of performance relative to the works racer from which it's derived that only Ducati can match with the 995 Corsa - and at a comparable total startup cost. And it wins races.

terms of combining a torquey pickup with searing top-end speed. The midrange punch is really noticeable, giving really good roll-on acceleration exiting one of Calder's tighter turns - but the way the reduced inertia of the titanium-equipped motor allows it to pick up engine speed so very quickly once you hit the five-figure mark on the tacho is genuinely impressive. The needle just scoots around the dial practically as fast as on a two-stroke - then suddenly it's time to tap the race-pattern gearshifter for a higher ratio. The speedshifter's action is stiffer than on other bikes, but I prefer that because there's no risk of knocking it into a higher gear or cutting the ignition inadvertently as you move around on the bike, as other systems will, and the close-ratio kit gearbox has well-matched ratios that allow you to short-shift without losing momentum.

But one impression stays with you for a long time after riding the Suzuki: it's F-A-S-T! The Suzuki sets the standard for the superbike speed stakes, and as you struggle to hold on to the bars and mold yourself to the kevlar tank in a vain endeavor to present a wind-cheating profile, there's an undeniable thrill at how fast you're going, which the muted shriek from the kit exhaust only fuels. Awesome - gimme more!

Faster than even a Honda, less peaky than the '95 Yamaha but more powerful than its '96 smoothed-out successor, and with a far wider spread of power and better acceleration than the '96 Kawasaki - enginewise, the Suzuki is a very impressive package - which leaves only the handling with a question mark hanging over it. Calder proved the Ansett team has completely resolved this, setting a benchmark at which other Suzuki teams must aim. Maybe the Japanese factory bosses should have paid my airfare to Australia last year, if they were worried about how their superbike product stood up against its rivals. CN

Ansett Suzuki GSXR750 Superbike

Specifications

Engine . . . .Liquid-cooled DOHC 16-valve transverse in-line four-cylinder four-stroke
Bore x stroke . . . . . .72 x 46mm
Displacement 749cc
Output . . . . . .155 bhp @ 13,500 rpm (at wheel)
Compression ratio 14.0:1
Carburetion . .(4) 42mm Mikuni flat-slide
Ignition . . . . . .Suzuki Racing CDI
Transmission . . . .six-speed close-ration w/ gear primary drive
Clutch . . . . . .Multiplate dry
Chassis . . . . . .Aluminum twin-spar
Suspension
Front . . . . . .46mm Ohlins inverted telescopic fork
Rear . . . . . .Aluminum swingarm with rising-rate linkage and Ohlins shock
Rake/trail . . . . . .23°/98mm
Wheelbase . . . . . .54.9 in.
Weight . .346.4 lbs. w/ oil, water, no fuel
Weight distribution f/r 52/48%
Brakes
Front . . .120/60-17 Dunlop on 3.50-in. Marchesini wheel
Rear . . . . . .190/55-17 Dunlop on 6.00-in. Marchesini wheel
Top speed . . . . . .Over 183 mph
Year of construction 1996
Owner . .Team Ansett Air Freight Suzuki, Melbourne, Australia

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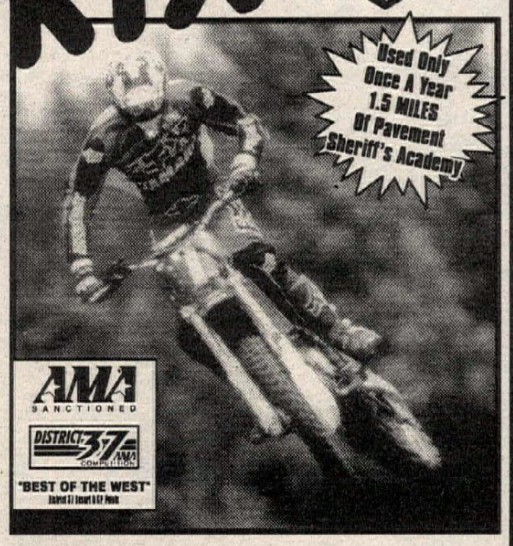
E-Z 8 Motels

VIEWFINDERS



OCTOBER 4th & 5th

GLEN HELEN RACEWAY PARK SAN BERNARDINO

AMA SANCTIONED DISTRICT 37 AMA COMPETITION "BEST OF THE WEST"

SATURDAY RACES:

EVENT#	CLASSIFICATIONS	APPROX. LENGTH	PRICES PRE/POST	STAGING TIME	START TIME
EVENT 1	UNCLASSIFIED	1 HR	$20/$30	6:30-7:30	8:00-9:00
EVENT 2	ALL VINTAGE, ALL CLASSIC, ALL DUAL SPORT, ALL 4-STROKE	1 1/2 HR	$30/$40	8:15-9:15	9:45-11:15
EVENT 3	ALL SENIOR- BEGINNER & NOVICE, MAGNUM- NOVICE, ALL SUPER SENIOR, ALL WOMEN, ALL MINI'S	1 1/2 HR	$30/$40	10:30-11:30	12:00-1:30
EVENT 4	ALL SENIOR- AMATEUR & EXPERT, MAGNUM- AMATEUR & EXPERT	1 1/2 HR	$30/$40	12:45-1:45	2:15-3:45
EVENT 5	KIDS EVENT- MODIFIED COURSE- NO POINTS. 12 & UNDER, 80cc & UNDER, QUAD & MOTORCYCLE, MUST HAVE VALID AMA CARD. BEGINNERS ONLY- NO CRUSTY DEMONS PLEASE!	3/4 HR	$15/$15	3:00-4:00	4:30-5:15

SUNDAY RACES:

EVENT#	CLASSIFICATIONS	APPROX. LENGTH	PRICES PRE/POST	STAGING TIME	START TIME
EVENT 6	TEAM EVENT- NO POINTS- 2 RIDERS MAXIMUM NO PRE-ENTRIES, RIDERS MUST SIGN UP AT SAME TIME	1 HR	NO/$40	6:30-7:30	8:00-9:00
EVENT 7	ALL VETERAN	1 1/2 HR	$30/$40	8:15-9:15	9:45-11:15
EVENT 8	ALL (UNDER AGE 30)- 125/250/OPEN BEGINNER & NOVICE & AMATEUR & EXPERT	1 1/2 HR	$30/$40	10:30-11:30	12:00-1:30
EVENT 9	ALL QUADS, ALL SIDECARS	1 1/2 HR	$30/$40	12:45-1:45	2:15-3:35

NON-D37 MEMBERS ADD $5 TO PRICES LISTED ABOVE, EACH ADDITIONAL RACE $20 (ALL RACES, PRE/POST ENTRY, D-37 & NON D-37)
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TRACK GATE HOURS: FRIDAY 4:00 PM-10:00 PM; SATURDAY 6:00 AM-10:00 PM; SUNDAY 6:00 AM-5:00 PM
SIGN-UP HOURS: SATURDAY RACES ONLY: FRIDAY 7:00 PM-10:00PM
SATURDAY RACES ONLY: SATURDAY 6:00 AM-SIGN-UP CLOSES 1/2 HR BEFORE RACE
SUNDAY RACES ONLY: SATURDAY 3:00 PM-10:00PM
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Round 6/9: Millfield, Ohio

Summers by a hair

By Jim Talkington

MILLFIELD, OH, SEPT. 7

Landing the first blow of the renewed AMA off-road racing season was Team Honda's reigning GNCC champion, Scott Summers. Riding with the smarts and consistency that has led to multiple titles and race wins in both the GNCC and Hare Scrambles series - this event served as a round for both - Summers once again put his name in the record books with a narrow and hard-fought victory over his archrival, Team Suzuki's Steve Hatch. Third overall went to Andrew's Racing/Team Yamaha's Fred Andrews, who put in a great charge through the pack to claim the final podium spot. Even more impressive was Sport Cycles Racing/Team Yamaha's Duane Conner, who returned to racing after an injury-induced layoff of nearly six months to take a surprising fourth position. Filling out the top five was Cycle Gear/Team Yamaha's Randy Hawkins, who once again overcame early adversity to score another top finish.

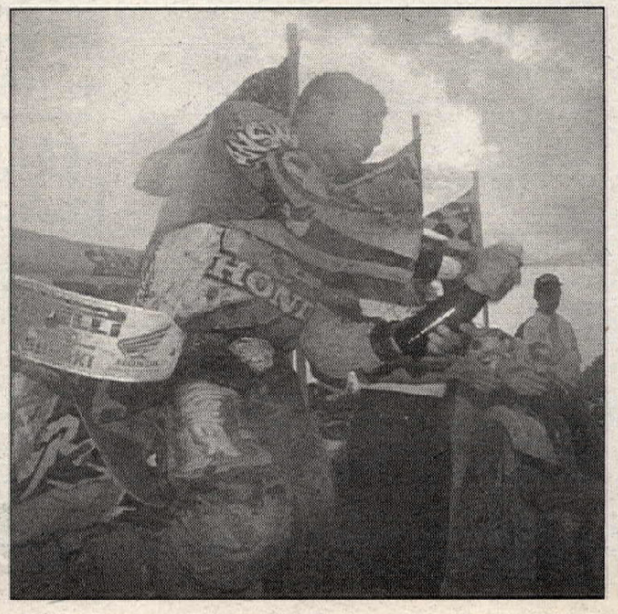
Several top competitors found themselves without any points on the day. Sporting the number-one plate for the National Hare Scrambles series, Suzuki's Rodney Smith started the day blazingly fast and looked set to control the pace up front, until he eventually dropped out with flu-enduced fatigue. Also dropping out of the event was former GNCC champ and local favorite Scott Plessinger on his factory KTM. Brake problems which began early on during lap one and which were never successfully corrected left Plessinger resigned to watching from his motorhome once again. Joining him on the sidelines was KTM teammate Jason Dahners, recovering from torn cartilege surrounding his ribs, an injury sustained at a local race weeks prior to the event.

SCR/Team Yamaha's Doug Blackwell failed to finish after a midrace crash put him out of the running with an injured shoulder, and Suzuki's Paul Edmondson was a no-show: He is still at home in England, recovering from a knee injury suffered at the previous GNCC round in June. Despite the non-starts of top riders Edmondson and Dahners, the pro field totalled 17 riders, including newly crowned AMA National Enduro champion Mike Lafferty from Millville, New Jersey.

The Sunday Creek race course was considered by most to be fast and fun. Due to a recent loss of surrounding land, and logging being done on other properties, some of the tighter technical sections that are normally utilized by course designer Jeff Russell were not available. Always a favorite among spectators, the Ohio event includes a picturesque, full-length motocross course in full view of the pits. Dust was a minimal factor around the 9-mile course at the beginning of the day but increased slightly by race's end, the product of cloudless skies and 80-degree temperatures.

The dead-engine start produced no surprises: The fast-starting Suzukis of teammates Smith and Hatch joining the

(Above) Scott Plessinger (2) nails the holeshot at the start of the combined GNCC/Hare Scrambles round in Millfield, Ohio. After getting smoked on the dead-engine start, Honda's Scott Summers (Below and below right) muscled his way to the front of the field to battle with Suzuki's Steve Hatch (Right). Hatch endoed on the last lap and Summers took the win.



KTM of Plessinger at the head of the pack around turn one. Customarily a slow starter, the lone Honda of Summers was at the rear of the field as they circulated the motocross course and headed into the woods.

Lap one proved eventful for many. Andrews was the first to run into the bad luck that would make this a lengthy day for many of the competitors.

"I came off the line fairly well and got knocked down by a friend of mine, so he's not my friend anymore," the former National Champion said afterward with his typical candor. "I was dead, dead, dead last, and it was so dusty back there that I could hear Summers ahead of me but I could never see him, I could just hear him."

As Andrews was racing to rejoin the pack, Plessinger was experiencing a loss of rear braking just a mile into the event. He would battle the problem until eventually being forced to park the orange machine on lap four.

By the end of lap one, Smith and his number-one machine were firmly in command, maintaining a 12-second advantage over Blackwell, who hails from nearby Parkersburg, West Virginia. Blackwell was enjoying the cheers of a large number of trackside fans and had put 10 seconds on then-series-points-leader Hatch, who was followed by the KTMs of Plessinger and Lafferty. Kawasaki rider Brian Keegan, Summers, Conner, Andrews and Hawkins filled out the top positions, just over a minute separating first from 10th. Expending a lot of energy on that first lap was ISDE gold medalist Hawkins, thankful to have made his way back up into the top 10.

"Scott (Summers) and I were hooked up together, and on the back section there was a mudhole," Hawkins said. "He went through one side and I went through the other side and a wire went around my footpeg and got wrapped up in my rear wheel. I went waaay back (in the pack) and this guy jumped in and helped me. If he hadn't helped me, I don't know if I could've got (the wire) out."

By the next lap, Hatch had overtaken the lead and the two series champions, Smith and Summers, were directly behind. Just two seconds separated the three riders and they began to pull away from the pack to battle among themselves. Blackwell was displaced to fourth and Conner had climbed to fifth, showing that his wrist injury had not robbed him of his former speed. Prior to the event, Conner mentioned his plan to go out fast at the outset.

"My wrist usually gives out after about an hour and a half, so I have that long to show these guys that I can still run with them," Conner said. "This has been a difficult recovery but it's getting better every day, so I just have to keep working on it."

The status of Conner's recovery would ultimately far exceed his best expectations by day's end.

Brian Keegan laid claim to the sixth spot on the second lap and turned in fast and consistent circuits in that position until forced to retire on lap four with a badly twisted right knee. Andrews had climbed to seventh, ahead of Lafferty and Hawkins, while Plessinger slid further down the field into 14th after pitting to change a rear-brake caliper in a vain attempt to correct his braking problems.

The top of the finishing order had been established by lap four, but the racing was far from over. Smith had retired and was back in the pits, dealing with the effects of the flu which had plagued him for the prior week, and Hatch and Summers were left to decide the win. Andrews and Conner were in third and fourth, less than a minute off of the lead, but fatigue had become a factor.

(Above) After an early crash, Yamaha-mounted Fred Andrews took the final spot on the podium.
(Below) Scott Plessinger got off to a strong start but was knocked out of contention with brake troubles. Plessinger is currently third in the GNCC point standings.

"I was dead tired by the end," Andrews said. "I'm in good shape, but I can't come from dead last and win it."

Hawkins was now firmly established in fifth and running by himself, unable to catch up to the lead pack. "It's so much easier when you're up front with those guys," Hawkins said. "The front guys, the traffic hears them and will move over, but they don't move right over for the rest of the group."

Newly crowned enduro king Mike Lafferty, in a rare GNCC appearance ("I've raced Ocala the past two years but never finished."), was on the same minute as Hawkins, in sixth. GNCC regular Gene Onail were battling fellow Kawasaki rider Mike Sampson for seventh, trailed by California's Patrick Garrahan, Frank Keegan and Blair Bersano.

The final lap was set to be a Summers/Hatch duel to the wire. In their last such encounter (Clarksburg, West Virginia, on April 20), it was Hatch taking the win by a mere matter of inches over the big four-stroke.

Entering the seventh go-around, Summers held a one-second advantage over the yellow rider and after the final 24 minutes and four seconds of racing, that was the way that they would finish - one second apart. Save for the opening round in Ocala (which Hatch won by a wide margin), the GNCC series has seen close finishes at every event.

Summers summed up his strategy and accounted for the little concern he had over his slow start.

"I was actually pretty relaxed," Summers said. "I was hoping that by not charging early, that would give me enough energy to hang in there later on. I was just trying to be smooth and get to the race. You know, the race isn't until the last lap, and I just didn't want to make any mistakes until we got to that point. Steve knew he was ready to go to work when the white flag came out. It was just an awesome race and I'm just happy to be first instead of second."

Hatch, too, was relaxed and poised to claim the win but made a costly mistake on that final lap.

"I was trying to get by him a little but not really caring (at that point) and I went on a different line than him in fourth gear and endoed," Hatch said. "It knocked my goggles off and everything else, so once I caught him again, it was gonna be tough to get by him with all of the dust. I think he was dragging both feet out there!"

On paper, Summers and Hatch are currently at the head of the GNCC points standings with 147 points apiece (counting the best eight scores from the first nine rounds - each rider throws out his lowest four scores at season's end). The win also puts Summers into the elite category of two series wins thus far this season, a distinction shared by Suzuki teamsters Hatch, Smith and Edmondson.

Third-place finisher Andrews, who had won this event a year earlier, finished two minutes behind the winning pair. Conner and Hawkins trailed in within the next five minutes.

A surprise sixth overall went to 250cc A rider and national GNCC quadcycle champion Barry Hawk Jr. on a Suzuki RMX250. Though the 250cc A class is started 30 seconds behind the pro riders, overall finishes are based on adjusted time. Hawk attributed his finish to a relaxing summer and more time spent on his practice bike. An early battle with fellow A rider Jimmy Jarrett propelled the duo toward the front, and Hawk maintained the pace after Jarrett retired, besting 12 of the nation's top off-road professional racers in the process.

Indiana's Mike Sampson overcame a horrible 16th-place position after lap one to climb into an eventual seventh overall, followed by Lafferty, Onail, and 250cc A competitor Todd Morain on a Yamaha. CN

Sunday Creek
Millfield, Ohio
Results: September 7, 1997

O/A: 1. Scott Summers (Hon); 2. Steve Hatch (Suz); 3. Fred Andrews (Yam); 4. Duane Conner (Yam); 5. Randy Hawkins (Yam); 6. Barry Hawk (Suz); 7. Mike (Kaw); 8. Michael Lafferty (KTM); 9. Gene Onail (Kaw); 10. Todd Morain (Yam); 11. Ross Benson (Suz); 12. Shawn Sommers (Yam); 13. Thomas Carson (Suz); 14. Patrick Garrahan (KTM); 15. Heath Bennett (Yam); 16. Terry Cuningham (Kaw); 17. Ronnie Burnfield (Suz); 18. Aaron Kopp (Suz); 19. Frank Keegan (Yam); 20. Harvey Whitaker (Kaw).

AMA GRAND NATIONAL CROSS COUNTRY SERIES POINT STANDINGS (After 9 of 13 rounds): 1. (TIE) Scott Summers/Steve Hatch (147); 3. Scott Plessinger (108); 4. Randy Hawkins (105); 5. Paul Edmondson (94); 6. (TIE) Jason Dahners/Fred Andrews (85); 8. Rodney Smith (79); 9. Doug Blackwell (72); 10. Jim Jarrett (70); 11. Brian Keegan (68); 12. Thomas Carson (49); 13. Todd Morain (46); 14. Robbie Jenks (45); 15. (TIE) Ross Benson/Tim Shephard (41); 17. Gene Onail (40); 18. (TIE) Duane Conner/Mike Sampson (37); 20. Scott Phelps (35).

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES (After 6 of 8 rounds): 1. Steve Hatch (121/1 win); 2. Paul Edmondson (103/2); 3. Rodney Smith (87); 4. Jason Dahners (84); 5. Brian Garrahan (67); 6. Patrick Garrahan (66); 7. Randy Hawkins (57/1); 8. Scott Summers (51/1); 9. Scott Plessinger (50); 10. Mike Sampson (43).

Upcoming Rounds (GNCC):
Round 10 - Mount Morris, PA, September 21
Round 11 - Crawfordsville, IN, October 5

Upcoming Rounds (Hare Scrambles):
Round 7 - Henryetta, OK, September 28
Round 8 - Lynnville, IN, October 12

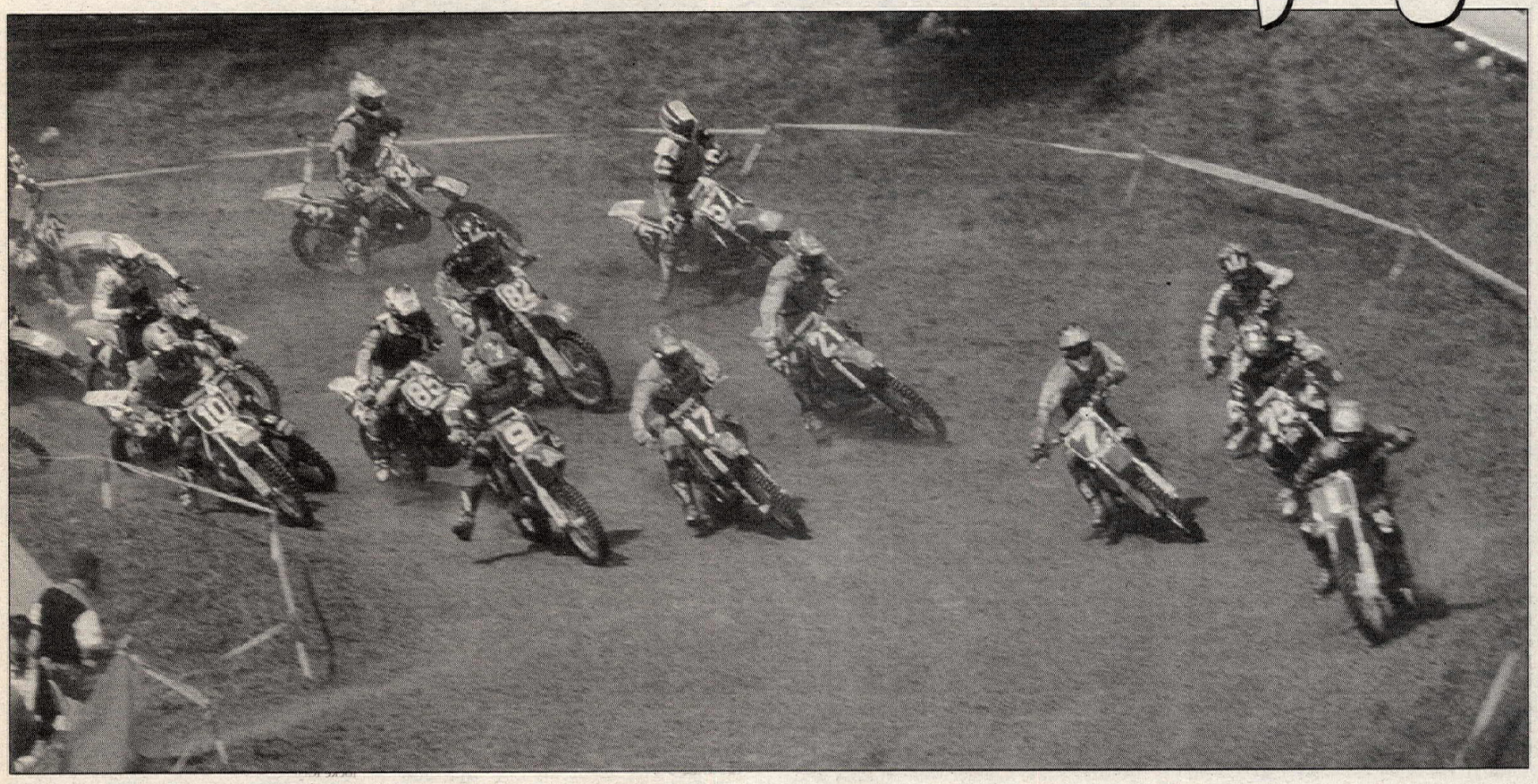
Briefly...

Jason Dahners was unable to compete on his KTM due to injury, but announced that he will be aboard a factory Husaberg in the '98 season. Approached by Husaberg while testing at Washougal, Dahners just took delivery of a big-bore four-stroke this past week. It will be the first four-stroke he has competed on, save for the XR100 he borrowed to finish a local race last month after encountering a flat tire.

Scott Plessinger announced the opening of his new shop in Hamilton, Ohio. Plessinger Cycle carries accessories for both on- and off-road and is a KTM authorized dealer. Planning to race a '98 KTM 200 E/XC at Millfield, Plessinger opted for his more familiar '97 250 at the last minute. "I timed some laps and was five seconds faster on the 250. I just haven't had enough time to do setup on the 200 but I felt like I was going faster on it." Plessinger's interest in the smaller-bore bikes was piqued when he finished second to Hatch on a '98 KTM 125 by a matter of seconds at the last National Hare Scrambles round.

Paul Edmondson will be back and ready to go after missing one more GNCC round, according to mechanic Rob Walters. That will have used up all of the British rider's throw-away races, but he could still conceivably win both the GNCC and Hare Scrambles titles. "He wants to ride so bad," Walters said. "He climbs on the bike every day and tests the flexibility of his knee after the ligament operation. Last week he could only sit on the rear fender and extend his leg to the footpeg. This week he's moved up to the back of the seat. He'll be ready to go by October." Unlike most riders, there is little concern regarding how the time off will affect Edmondson's conditioning. Just like fellow European expatriate Jean Michel-Bayle, "Eddy" simply doesn't train.

Beirer's maiden voyage



By Alex Hodgkinson

GAILDORF, GERMANY, SEPT. 7

The memory of two fantastic duels between Stefan Everts and Pit Beirer at the German Grand Prix in Gaildorf was soured when the new champion voiced his disgust with the day's events after the race, claiming that backmarkers Andi Kanstinger and Kenneth Asplund had caused him to lose a record-equaling 10th GP win.

The Belgian got back up off the ground to finish the day equal with the top scorer, but the winner's laurels went to the German, who thus took his maiden 250cc GP win on home soil in his final ride for the Pamo Honda team before switching to the Rinaldi Yamaha team alongside Tallon Vohland for 1998.

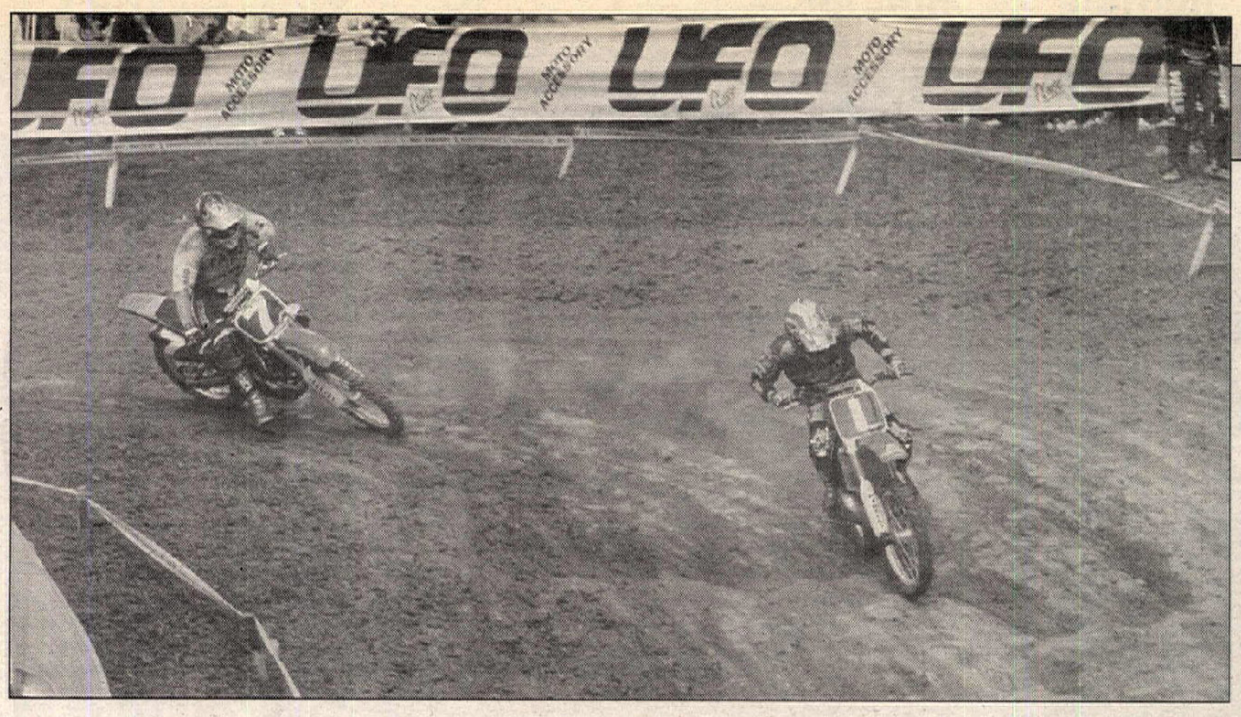
The Californian, Vohland, ended the series sixth. A first-moto third-place finish had moved him ahead of Jocke Karlsson, but the Swede reversed the order again in race two with a fourth, as Vohland could not do better than sixth after a poor start and a midrace fall.

Mike Brown ended his European GP career with a fifth in moto one and a mechanical DNF in moto two. The native of Tennessee ended the series 11th.

MOTO ONE

Everts holeshot the first moto but Beirer was right on him from the word go. For more than 30 minutes, the duo tore around the Gaildorf expressway - the Belgian as smooth as ever and the German as outrageously ragged as ever. And "Pit Bull" stayed on the bike for the full 45 for once.

(Above) Reigning World 250cc Champion Stefan Everts (1) and Germany's Pit Beirer (7) lead the field into turn one at the German 250cc GP in Gaildorf. (Left) Beirer wound up scoring the overall victory via 2-1 scores. It marked the first time that the German has ever won a 250cc Grand Prix.



(Above) Beirer (7) and Everts (1) staged titanic battles in both motos. Everts was in the lead late in moto two when he was involved in a controversial crash as the pair negotiated lapped traffic, allowing Beirer to take the lead and score the overall win. (Right) Tallon Vohland was the top American at Gaildorf. Vohland went 3-6 for fourth overall. He finished sixth in the series' final standings.

Using lines which would slingshot him out of the turns, Beirer got alongside Everts several times before eventually ousting the champ at the half-hour mark, but that pass was the signal for Everts to get serious. Within half a lap he was ahead again and gradually inched clear until, after a small mistake, the German accepted his fate with three laps to go and eased his pace.

Second place was the least Beirer had to score to retain even a slender chance of second in the series, but Marnicq Bervoets worked his way forward to fourth in a workmanlike manner from an initial 14th to ensure himself of a third consecutive silver medal.

The battle for the number-five plate was serious. Karlsson, no longer in pain from the hand and chest injuries he sustained in Poland, quickly advanced from sixth to fourth, but further movement was not possible and, on the third lap, Vohland moved him aside at the tree corner past the finish line to set off after the leaders and try to wipe out the four-point deficit he had going into the moto.

After 12 minutes, the Californian had passed compatriot/teammate Mike Brown for third, but could never quite close down the leaders. Bervoets' charge gave Vohland an extra point on Karlsson, and the American headed the Swede by a single point going into the final moto as Brown maintained fifth to the finish. Brown had done his job to help out his team, but was not satisfied with his ride.

"I go back home on Tuesday, and I have to admit I wasn't really interested out there," Brown said.

Karlsson at least knew he had given his best.

"I made a lot of mistakes in the last few laps, but at least I am still in with a chance of the number-five plate," Karlsson said. "I knew it would be difficult to be faster than Vohland today because I have hardly been able to train for the last couple of weeks, but I am still in there fighting if he makes a mistake in race two."

Yves Demaria had crashed in the first turn.

"He gave it too much of a handful, the rear wheel stepped out, then bit and spat him off," explained eyewitness Jeff Perrett. "I threaded my way through the middle, but three or four others slammed into him."

The Frenchman rode a few laps midrace to check that all was okay and ready for race two.

MOTO TWO

Race two was another superb race for most of its distance, but this time it was Beirer in front of Everts for half an hour. Both riders were absolutely on the limit, and they actually set their fastest laps of all at the three-quarter stage of the race.

At 32 minutes, Everts made the pass and immediately began to open up a lead. With three laps to go, he was more than 50 yards clear of Beirer as he came to lap Kanstinger and Asplund.

"They didn't respect the blue flag," Everts said later at a press conference. "I was six or seven corners behind (them), and Pit came very close again. I was angry, and I made a mistake in a corner."

Kanstinger later added portions to the story that Everts apparently left out.

"Straight after the race, he came over to my truck and claimed I knocked him off," Kanstinger said. "How could I have knocked him off? I was only aware that he was behind me for one corner, and I let him through as soon as I saw a blue flag. I was 20 yards behind him when he fell, and Asplund was between us. There was loose straw on the surface at the corner where he fell and that made the already-slippery surface even more treacherous. He fell alone."

"I touched him with my shoulder," Asplund said. "But he was already falling down, and I touched him because he fell across me."

Some eyewitnesses claimed that Asplund had not given Everts a clear run into the corner but that he was still racing Kanstinger for 22nd, while other eyewitnesses confirmed that Everts was ahead going into the turn and did not crash because of any contact. Everts finished a disconsolate second to Beirer after the crash.

The battle for fifth in the series was a fascinating one.

"I made a good start, and my mechanic was signalling me that if I finished fourth ahead of Vohland then I would take the number-five plate, so that was what I was riding for," explained Karlsson after finishing in that position. He had been up to third at one stage after catching and passing Werner Dewit, but Bervoets passed them both.

Vohland had started badly.

"I wheelied out of the gate and just backed off," Vohland said. "I reckoned that I had a better chance to come from last than to get pulled down in the middle of the pack at the first turn. I was right in behind Bervoets, in sixth, and could see Karlsson by half-distance, so I felt confident that I could catch up to him. But then I just fell down in a turn, and suddenly I was 20 seconds back and was back down to ninth."

It was soon pretty clear that Vohland would eventually catch Frederic Bolley again for sixth, but that would not be enough. He also needed Dewit to repass Karlsson. That looked possible with a couple of laps to go, but Karlsson fought hard and at the finish had even almost recaught Bervoets again.

Brown had gone out on the first lap when the master cylinder of the rear brake seized, and the battered Demaria quit early. CN

German 250cc GP
Gaildorf, Germany
Results: September 7, 1997
(Round 15 of 15)

MOTO 1: 1. Stefan Everts (Hon); 2. Pit Beirer (Hon); 3. Tallon Vohland (Yam); 4. Marnicq Bervoets (Suz); 5. Mike Brown (Yam); 6. Jocke Karlsson (Hon); 7. Werner Dewit (Suz); 8. Collin Dugmore (Hon); 9. Peter Iven (Kaw); 10. Frederic Bolley (Kaw); 11. Rob Herring (Yam); 12. Josh Coppins (Suz); 13. Pedro Tragter (Hon); 14. Pierrick Paget (Hon); 15. Andi Kanstinger (Hon).

MOTO 2: 1. Pit Beirer (Hon); 2. Stefan Everts (Hon); 3. Marnicq Bervoets (Suz); 4. Jocke Karlsson (Hon); 5. Werner Dewit (Suz); 6. Tallon Vohland (Yam); 7. Frederic Bolley (Kaw); 8. Josh Coppins (Suz); 9. Pedro Tragter (Hon); 10. Rob Herring (Yam); 11. Cristian Stevanini (Hon); 12. Peter Iven (Kaw); 13. Collin Dugmore (Hon); 14. Cristian Beggi (Hon); 15. Cedric Melotte (Suz).

O/A: 1. Pit Beirer (Hon); 2. Stefan Everts (Hon); 3. Marnicq Bervoets (Suz); 4. Tallon Vohland (Yam); 5. Jocke Karlsson (Hon); 6. Werner Dewit (Suz); 7. Frederic Bolley (Kaw); 8. Josh Coppins (Suz); 9. Mike Brown (Yam); 10. Collin Dugmore (Hon).

WORLD CHAMPIONSHIP 250cc MX SERIES FINAL POINTS STANDINGS (After 15 rounds): 1. Stefan Everts (528/9 wins); 2. Marnicq Bervoets (377/1); 3. Pit Beirer (349/1); 4. Sebastien Tortelli (276/2); 5. Jocke Karlsson (266); 6. Tallon Vohland (264/1); 7. Werner Dewit (234); 8. Frederic Bolley (225); 9. Yves Demaria (213/1); 10. Peter Iven (195); 11. Mike Brown (148); 12. Collin Dugmore (121); 13. Pedro Tragter (117); 14. Mark Eastwood (106); 15. Jaimy Scevenels (89); 16. Leon Giesbers (85); 17. Josh Coppins (55); 18. Miska Aaltonen (49); 19. Rob Herring (45); 20. Justin Morris (43).

Briefly...

A factory bike does not always make the difference. Top privateer **Mark Eastwood** was loaned the HRC Honda of Jaimy Scevenels, a non-starter after breaking a bone in his foot in Switzerland the previous weekend, for the German GP and the Motocross des Nations, but the Brit pulled out of both motos after failing to show his usual pace.

Frenchman **Luigi Seguy** has signed to ride 125cc Honda next year for the Cat team of David Thorpe. Italian Thomas Traversini has been confirmed for the 125cc KTM ride.

Neither Yamaha's **Hannu Heinonen** nor RWJ boss **Colin Reed** will confirm it, but the way in which the Finn was chasing Colin around all weekend confirmed the belief that Yamaha wants Colin to run Jocke Karlsson on a factory YZM400F next year. If it happens, then Peter Johansson will ride a production YZ400F fitted with a special kit. Andrea Bartolini has already signed to ride the factory four-stroke again.

Rob Herring will switch to the 500cc GPs next year, probably on a Honda, on his own team.

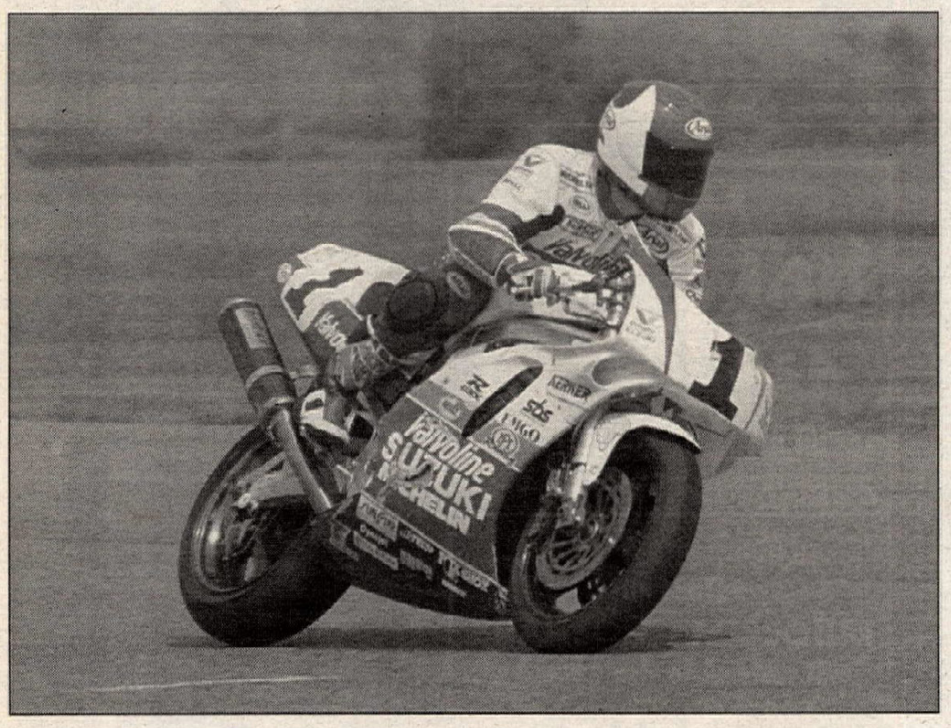
Stefan Everts rode first practice in Gaildorf on the HRC mobile test-bed. The bike only carries a couple of liters of fuel, and the space where the tank would normally be houses an electronic computer center linked to sensors on all of the main controls - clutch, brake, throttle, suspension.

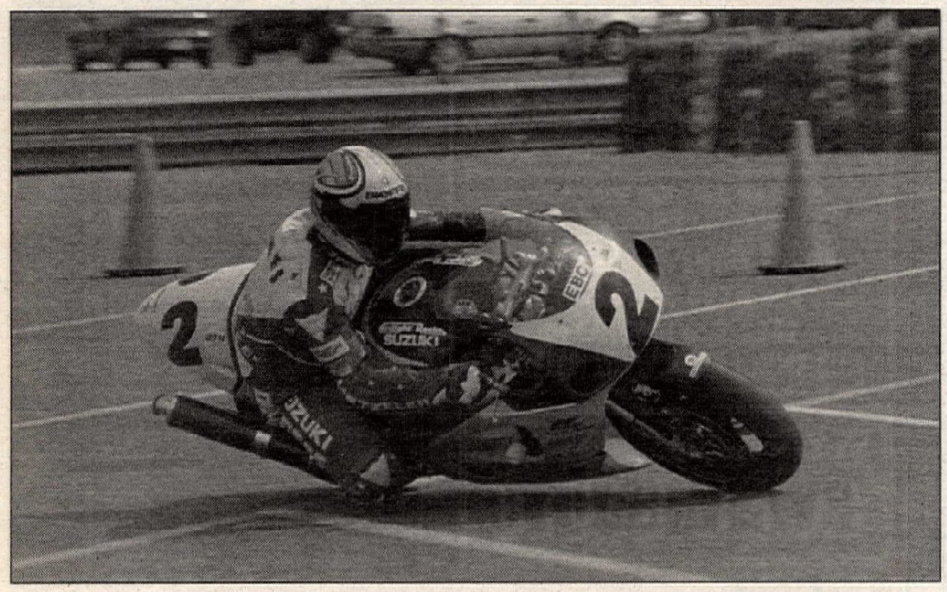
Next year's **250cc GP calendar** is in **turmoil**. South Africa is not definitely on after Kyalami was closed by environmentalists, and it is proving difficult to confirm a suitable replacement. The European GP in Belgium will now be not at Borgloon, but probably at Leuven.

Thanks to the "professional" Action Group promotion team, Sunday's **250cc GP** was **not broadcast** by German state TV. Both the 125 and 500cc GPs were given extensive coverage in the early evening on the day of the race this summer, but the state TV refused to come to Gaildorf. Editing equipment had to be brought from London in order to satisfy requests for footage for Sunday evening in countries such as Belgium.

The **1999 MX des Nations** *will not* be held in America. This was confirmed this weekend by Bill Amick of the AMA. "We want any potential organizer to show us they can run a 250cc GP successfully first," Amick said. "That may happen in 1999, and then hopefully we can run the Nations in 2001 or 2002." The U.S. GP originally listed on the 1998 schedule has been given to Greece.

TSE the king





By Aaron Mintz
Photos by Andy Chadwell

MILLINGTON, TN, SEPT. 6

Team Suzuki Endurance came back from what lead rider Tray Batey called a "spode" crash in the first hour to steal the victory from Arclight Racing at the four-hour Memphis Motorsports Park endurance race. Batey leaped away to the lead early in the race, lapping traffic on the fifth lap, but caught his knee on a hay bale and was torn from his machine near the end of the first hour. Arclight Racing was there to inherit first place when Batey went down, but surrendered the lead and the win to TSE with 20 minutes left in the race. And although Arclight Racing was forced to settle for second place, the team was still a lap up on the nearest competition, second-hour crashers Nielsen Racing.

Team Ten 40 and Tapeworks Racing rounded out the top five, in that order. Tapeworks III finished sixth as rookie pro sensation Luke Yarbrough accommodated the team's limited pit resources and kept its Suzuki near the front of the field.

Tray Batey started the four-hour race aboard the GSXR1100 and started lapping riders by the fifth circuit. As Batey checked out from the rest of the field, they tenaciously pursued him at a sprint pace, only to smell his exhaust fumes. Since endurance racing is against the clock, it is critical to jump out to a fast pace and try to put time and laps on the rest of the field. During the early stages of an endurance race, Batey executes this strategy with the precision of a surgeon.

(Top) Team Suzuki Endurance bounced back from a crash to take the WERA National Endurance win at Memphis Motorsports Park. Here, the team bike is seen windshieldless after the first-hour crash.
(Above) Arclight racing led the endurance race after Team Suzuki crashed out, but ultimately finished second after TSE ran them down in the last hour.

Dean Hayes of TKO Racing went right to the front of the first chase pack and turned blistering lap times. Just when it looked like things might be going the team's way, Hayes pulled into the pits prematurely.

"Forty minutes before the race, we discovered oil dripping from an oil-galley plug," team owner Steve Doolin said. "We JB-Welded the galley plug, but the JB Weld didn't set up in time. By lap three, oil was gushing out and we brought Dean in. He went back out on the backup bike, but it took us out for the most part."

Arclight Racing's Joe Prussiano III quickly swooped up second place, with Nielsen Racing's Mark Junge right on his tail.

Behind them by about 10 bike lengths, the second chase pack aggressively jockeyed for position. Leading the way was Team Ten 40, with Tapeworks Racing III hot on its tail. TBA Racing's endurance veteran Lanny Allen was rapidly approaching the chase pack. Allen's Suzuki 1100 had too many ponies on Ten 40's Honda 600 and Tapeworks' Suzuki 600, and he flew by on the front straightaway to move into fourth.

Semoff Brother's Racing and Texas Yamaha Racing were four bike lengths back and in hot pursuit of Team Ten 40 and Tapeworks III Racing. Jeff Atwell was aboard the Semoff Brothers Yamaha 1000 and he couldn't shake Kelly Moody on the Texas Yamaha Racing Yamaha 1000.

"I saw he had more power than me on the straight," Moody said. "I could reel him in entering turn one and ride his rear through the corners, but he'd just get away again on the straight."

As these two fought one another, they closed the gap on Team Ten 40 and Tapeworks III Racing.

As the first hour was coming to a close, riders were settling into position. Then, race leader Batey suddenly clipped a hay bale in turn nine and was torn from his motorcycle. "My crashing like a spode was unfortunate for the team," Batey said. "I thought I had enough room from the hay bales, but my knee hit one and it stripped me from the bike. Luckily, it happened right before pit-in and I got right into the pits. Keith Perry, Chris Weidl and Kelly flew around the bike and got it ready for Grant (Lopez)."

Arclight was there to capitalize on their misfortune and moved into the lead. Prussiano was in command of the Arclight Suzuki when TSE crashed and he immediately picked up the pace to work on his newly acquired lead.

"I saw TSE on pit road early," Prussiano said. "I put my head down and tried to work on the lead because I knew they would be back in it eventually."

Team Suzuki Endurance worked quickly on the bike, and although it only took four minutes to ready the GSXR, Grant Lopez re-entered the race on the TSE machine with a three-lap deficit. When Lopez re-entered the track on the windshieldless Suzuki, Nielsen Racing's Junge settled in right behind Lopez, realizing that he should try to get around him before he surrendered any laps to TSE. As the two challenged each other's nerves, Junge overcooked the entrance to turn one and low-sided his Suzuki.

"I saw I had a little more on the entrance and went in too hot," Junge said. "I tried to saw it but the front just cut loose. There is minor damage and we only lost 40 (seconds) to Arclight."

Darryl Saylor jumped on the injured Nielsen Suzuki and went out on a banzai-riding campaign, jumping rumble strips and wheelying as he split two slower riders. "It was just one of those things, " Saylor said. "After years of endurance experience, if the bike will run, you're never out of it. I just went out there and tried to run as hard as I could."

Saylor was successful in recovering valuable time, and worked Nielsen Racing back into third before the conclusion of the second hour.

The third hour of racing was stopped only eight minutes after it began, when Rastafarian Racing's Kawasaki caught fire and burned its way down the front straightaway after rider Scott Brown crashed. "It was like this, man," Brown said. "Lanny Allen lost the rear, chopped the throttle, and I was too close and ass-packed his Suzuki. I went down and the bike caught fire."

When the race was restarted, there were only 24 minutes remaining and TSE was still a lap down. With his knuckles ground down to the tendons, Batey got back on the Suzuki and launched like a rocket at the start, and quickly gobbled up everyone but Arclight in the first lap. A few laps later, Batey swooped down like a hawk and picked off his prey, putting TSE in first place. Chris Hughes of Arclight Racing rode hard but the comparatively underpowered GSXR600 was no match for TSE's 1100.

"I tried to run as hard as I could, but the Valvoline bike is very powerful," Hughes said. "We tried to keep the lead, but traffic was tough and you lose valuable time getting through it." CN

Memphis Motorsports Park
Millington, Tennessee
Results: September 6, 1997 (Round 8 of 10)

O/A: 1. Team Suzuki Endurance (Suz); 2. Arclight Racing (Suz); 3. Nielsen Racing (Suz); 4. Team Ten 40 (Hon); 5. Tapeworks Racing (Suz); 6. Tapeworks Racing III (Suz); 7. SBR/Semoff Brothers Racing (Yam); 8. Army of Darkness (Suz); 9. Texas Yamaha Racing Team (Yam); 10. MR Racing (Suz); 11. Cycle Speed Racing (Suz); 12. Team Sharkskinz Racing (Yam); 13. Thunder Racing (Suz); 14. Bell's Suzuki (Suz); 15. TBA Racing (Suz); 16. 1-800-Crotch Rocket (Suz); 17. Boswell Racing (Suz); 18. Firestorm Racing (Suz); 19. Canton Racing (Suz); 20. Honda of Houston Racing (Hon).

WERA NATIONAL ENDURANCE CHAMPIONSHIP SERIES POINT STANDINGS (After 8 of 10 rounds): 1. Team Suzuki Endurance (819.99); 2. Arclight Suzuki (731.8); 3. Nielsen Racing Suzuki (707.63); 4. Tapeworks Racing (635.73); 5. TKO Racing (597.81); 6. Team Ten 40 (512.16); 7. Tapeworks Racing II (505.3); 8. Team Sharkskinz Racing (485.36); 9. Army of Darkness (475.54); 10. Team Fast Forward (471.98); 11. Team Fury (454.53); 12. Cycle Speed Racing (453.66); 13. Roswell Racing (443.79); 14. Thunder Racing (425.39); 15. MR Racing (381.85); 16. Tapeworks Racing III (353.910); 17. Team Chicago (345.39); 18. Firestorm Racing (324.41); 19. SBR/Semoff Brothers Racing (307.03).

Upcoming Rounds:
Round 9 - College Station, Texas, September 20
Round 10 - Braselton, Georgia, October 10

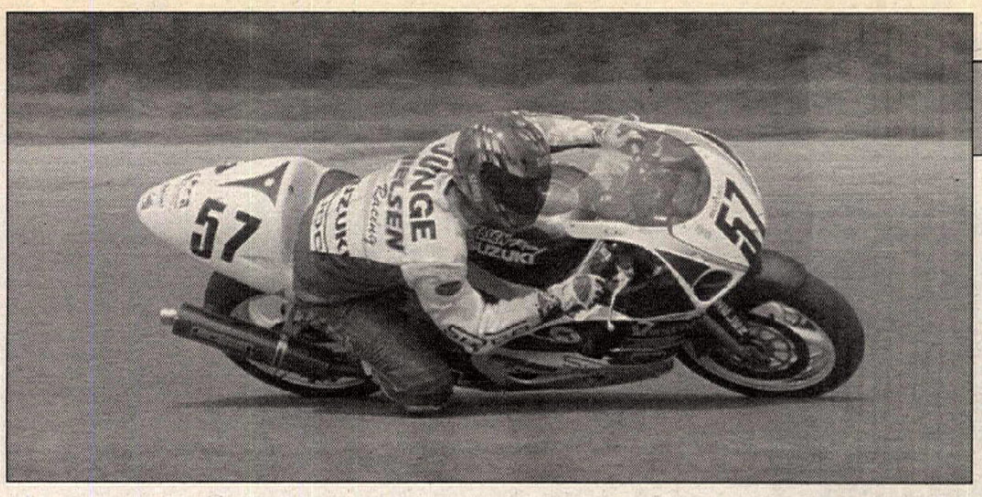
WERA National Sprint Series
Round 8: Memphis Motorsports Park

Lopez doubles

By Aaron Mintz
Photos by Andy Chadwell

MILLINGTON, TN, SEPT. 7

Emgo Valvoline Suzuki rider Grant Lopez put on a fine display of riding as he motored to a pair of wins at Memphis Motorsports Park, topping both the 1100 Supersport class and the Michelin 750cc Supersport class. Mark Junge has proven his talent by leading the ultra-competitive 600cc Supersport class, and he chalked up another victory here at round eight. Despite having wrapped up the Formula Two champi-



(Above) A crash slowed Nielsen Racing Suzuki down, and the team ended the race a lap down on Arclight racing to card a third-place finish.
(Right) Grant Lopez (196) leads Joe Prussiano III (2) and Greg Leffler (151) in the 1100 Superstock final. The trio finished the race in that order.

onship a few rounds ago, Joe Prussiano III is still dominating the class and rode to another win. Tray Batey walked away with the Formula One-class victory, while Michael Himmelsbach topped the 125cc Grand Prix class.

In the Michelin 750cc Supersport race, Arclight Racing's Prussiano took the holeshot and led the field around the 1.8-mile course. Even though the sun was shining, the two clouds over Prussiano were Nielsen Racing's Mark Junge and Emgo Valvoline Suzuki rider Grant Lopez. Prussiano didn't succumb to the pressure that Junge and Lopez were applying and led the trio as they pulled away from pursuing Marietta Motorsports rider Billy Eisenacher.

However, on lap six, Lopez decided to make his move, and he sneaked by Junge coming out of turn nine.

"They were both really going good," Lopez said. "I was hanging back, watching Junge challenge Prussiano. I couldn't stick it in because Junge was always taking the line. I found a better way around to get the drive out of (turn) nine, and with that and a good draft I was able to get by. I passed Prussiano the same way."

Lopez did indeed pass Prussiano the same way on the last lap. "Lopez outdrafted me down the front straight," Prussiano said. "I was going as hard as I could, and we had a really good race."

Junge had to settle for third because he could never find a way around Prussiano. "I waited for Joe to make a mistake," Junge said. "He didn't. We were dead even on the brakes and I wasn't going to run into him. Then all of a sudden Lopez flew by me. I had absolutely nothing for Lopez. He was gone."

On lap seven, Greg Leffler got by Billy Eisenacher for fourth and Eisenacher settled for fifth.

As the action got heated up during the 750cc race, it spilled over into the 500cc Supersport race. Triple R Racing's Mark Reed jumped out to the lead and led a long freight train of riders around the 1.8-mile road course. However, on lap three, Junge outbraked Reed into turn one and took over the lead. As Junge led, Team Fury's Brian Lantz came from nowhere and started to shadow the lead pack.

"I got a horrible start but was able to outbrake quite a few people going into turn one," Lantz said. "I worked my way to fifth place and got behind Billy Eisenacher and Rick Kirk. I need to pass them before Reed and Junge checked out, so I passed them as fast as I could."

Lantz got by both Eisenacher and Kirk on the same lap and was in third as he ran down Reed and Junge by lap six.

The lead pack built a lead and pulled away; however, Nielsen Racing's Darryl Saylor was also on the move. He progressed from seventh down to fifth place, passing Marietta Motorsports' Eisenacher on lap seven. Kirk was challenged by Saylor but held on to fourth place.

(Left) Joe Prussiano III (2) leads the way in the Michelin 750cc Superstock race. Mark Junge (57) and Grant Lopez (1) give chase. Lopez took the win with Prussiano and Junge following.

As the riders in the chase pack sorted out their positions, Lantz was still on the move, trying to find a way around Reed. On the last lap of the race, Lantz found it.

"I saw that Reed was really slow through the midcorner of turn one and two," Lantz said. "I easily got around him on the outside, but Junge had too much for me and I couldn't touch him."

After Reed got passed in turn one, there wasn't enough time for him to put together a counterattack.

"We were going through one," Reed said. "I was faster than Mark Junge and I passed him a couple of times on the drive out of one, and I was going to set him up for the checkered-flag lap and pass him. Somehow he missed a shift or slid a little bit and I kind of balked it a little and lost the drive. Then Lantz went around me."

When the checkered flag fell, Junge led the way and Lantz took over second place. Reed settled for third. Rick Kirk held on to fourth, and Saylor settled for fifth as he ran out of laps and time to make any more passes. Eisenacher wound up in sixth.

The 1100 Supersport race provided its share of action, but the most exciting thing came during practice, when Josh Hayes took another tumble down the track. Hayes crashed the Emgo Valvoline Suzuki during practice when a valve stem erupted and flattened the front tire. As a result, Hayes went into the grass at 100 mph. He recovered and started the 1100cc Supersport race on his 750. Hayes got the holeshot but had jumped the start and was forced to come in for a stop-and-go penalty. As Hayes pulled in, Lopez moved into first and never looked back. Hayes reentered the track and worked his way back to fifth at the checkered. Arclight Racing's Prussiano wrapped up second place all alone, and Greg Leffler took the last podium spot. Rookie Pro rider Luke Yarbrough put the 360 Communications Suzuki in fourth, ahead of Hayes.

In the Formula Two race, Prussiano checked out from the beginning and won the race by a two-second margin. Behind Prussiano was a torrid battle between Team Fury's Lantz and Tri City Honda's Lee Acree. Lantz was on a four-stroke Kawasaki while Acree was on a Honda RS250 two-stroke. Lantz led Acree around, but Acree could carry more corner speed and passed Lantz through turn one. Lantz actually outbraked Acree's Honda entering turn nine and would draft behind Lantz to turn one and get back by through midcorner. But Acree had other problems besides Lantz.

"I made the wrong call with the jetting," Acree said. "The bike hesitated and sputtered exiting the corners, and Lantz (and) then Darryl Saylor got by me. I went with the wrong jets."

At the checkered, it was Prussiano leading Lantz, who was running a lonely second. Saylor got by Acree to take third, and Acree settled for fourth. Still sore from his earlier crashes, Hayes settled for fifth.

The masterful Tray Batey won the Formula One class, with Emgo Valvoline Suzuki teammate Grant Lopez in second. Acree rode his Honda RS250 into third after sorting out his jetting problem. Dean Hayes took fourth and Texan Kelly Moody landed in fifth.

Michael Himmelsbach just came off a 125cc GP win at the Formula USA/NASB round at Pocono and continued his winning ways at Memphis as he walked away from the field. Kids: Don't Smoke! rider Chris Ulrich was second. The main attraction, however, was watching 14-year-old Roger Lee Hayden - younger brother of Muzzy Kawasaki rider Tommy Hayden. It was the younger Hayden's professional debut, and he took an impressive third. CN

Memphis Motorsports Park
Millington, Tennessee
Results: September 7, 1997 (Round 8 of 10)

1100 S/SPRT: 1. Grant Lopez (Suz); 2. Joe Prussiano III (Suz); 3. Greg Leffler (Suz); 4. Luke Yarbrough (Suz); 5. Joshua Hayes (Suz); 6. Ray Hickman (Suz); 7. Scott Brown (Kaw); 8. Brian Jones (Suz); 9. Darrell Dotson (Suz).

750 S/SPRT: 1. Grant Lopez (Suz); 2. Joe Prussiano III (Suz); 3. Mark Junge (Suz); 4. Greg Leffler (Suz); 5. Billy Eisenacher (Suz); 6. Rick Kirk (Suz); 7. Joshua Hayes (Suz); 8. Luke Yarbrough (Suz); 9. Greg Myer (Suz); 10. Dean Hayes (Suz).

600 S/SPRT: 1. Mark Junge (Suz); 2. Brian Lantz (Kaw); 3. Mark Reed (Kaw); 4. Rick Kirk (Suz); 5. Darryl Saylor (Suz); 6. Billy Eisenacher (Yam); 7. Scott Brown (Kaw); 8. Chris Caylor (Kaw); 9. Glen Curtis (Kaw); 10. Robert Richards (Yam).

125 GP: 1. Michael Himmelsbach (Hon); 2. Chris Ulrich (Hon); 3. Roger Lee Hayden (Hon); 4. John Ulrich (Hon); 5. Chris Pyles (Hon); 6. Doug Scronce (Hon); 7. Charles Ergle (Hon); 8. Kevin Murray (Hon); 9. Paul Nelson (Hon); 10. Thomas Hickman (Hon).

F-1: 1. Tray Batey (Suz); 2. Grant Lopez (Suz); 3. Lee Acree (Hon); 4. Dean Hayes (Suz); 5. Kelly Moody (Yam); 6. William Lincoln (Suz); 7. Darrell Dotson (Suz); 8. Roger Lee Hayden (Yam).

F-2: 1. Joe Prussiano III (Suz); 2. Brian Lantz (Kaw); 3. Darryl Saylor (Suz); 4. Lee Acree (Hon); 5. Joshua Hayes (Suz); 6. Scott Brown (Kaw); 7. Chris Hughes (Suz); 8. Stoney Landers (Suz); 9. Greg Meyer (Suz); 10. Steven Isenhower (Kaw).

600 PROD NOV: 1. Brian Stokes (Hon); 2. Sean Smith (Suz); 3. Craig Working (Kaw); 4. Jason Trowbridge (Suz); 5. Scott Martin (Kaw); 6. Jeff Brisendine (Suz); 7. Tripp Volz (Hon); 8. Christian LeClair (Suz); 9. Wrenn Smith (Hon); 10. John Bushy (Hon).

600 S/BK NOV: 1. Sean Smith (Suz); 2. Craig Working (Kaw); 3. William Beins (Suz); 4. Tripp Volz (Hon); 5. Nick Chapman (Kaw); 6. Kurt Miller (Hon); 7. Brian Vogel (Kaw); 8. Mark Zarangue (Hon); 9. Mitchell Phillips (Hon); 10. Keith Huckabey (Hon).

750 PROD NOV: 1. Curry Justice (Suz); 2. Brian Stokes (Hon); 3. Jamie Lane (Suz); 4. Jason Trowbridge (Suz); 5. Scott Martin (Kaw); 6. Jeff Brisendine (Suz); 7. Christian LeClair (Suz); 8. Tripp Volz (Hon); 9. Wrenn Smith (Hon); 10. Cary Lurie (Suz).

Upcoming Rounds:
Round 9 - College Station, Texas, September 21
Round 10 - Braselton, Georgia, October 11

Briefly...

WERA Motorcycle Roadracing President Evelyn Clark announced some of the **changes** for the 1998 WERA National Endurance/Sprint Series. "First of all, we will be adding a Cycle Jam South, which will be held at Road Atlanta," Clark said. "The Cycle Jam South will be a four-day event with regional races on Friday, the National Endurance race Saturday and National Sprints Sunday. We will still continue to have a Cycle Jam North at Indianapolis. We will start to run more regional events with National event weekends. We are doing this because regional racers don't always get a lot of opportunities to race at tracks in their area. By bringing a national event to these areas, we will give regional riders another chance to race at those facilities. Plus, we will be bringing the National series to tracks which racers really love but do not bring a lot of spectators, such as Putnam Park and Roebeling Road." Clark also said that Kawasaki is committed to running a contingency program next year, while Suzuki is still working out the details for its 1998 contingency program. Yamaha will be at the Grand National Final at Road Atlanta and will announce its program afterward.

Patrick Ludwig of Team Sharkskinz Racing will be out for the rest of the season as a result of a collarbone fracture and broken ribs. A clip-on handlebar snapped while he was braking to enter a corner at Talladega. "Patrick was using a new product called Nemesis clip-ons and the bar broke as he was braking for a corner," Bart Goder said. "We had to sign on John Haner to finish the rest of the season."

Round 10: Thalheim, Germany

Lap of honor

FILE PHOTO BY JOHN DICKINSON

Takahisa Fujinami took the first overall victory of his World Trials career, finishing fourth and first over the two-day event. He finished fourth in the championship behind countryman Kenichi Kuroyama.

By John Dickinson

THALHEIM, GERMANY, SEPT. 6-7

Doug Lampkin, having tied up his first World Championship the previous week in the Czech Republic, was virtually able to ride the 10th and final round of the 1997 series as a lap on honor. Likewise, deposed Champion Marc Colomer was equally secure in second.

And so, the really serious riding was left to the tussle for third-place honors. It was an intriguing contest between the two exciting young Japanese riders Kenichi Kuroyama and Takahisa Fujinami. They are great friends when they aren't battling for trials honors, and the contest was a good one.

Their riding styles couldn't be more contrasting. Kuroyama, a former bicycle trials world champion, is very precise, very technical and always tries to be in total control. Fujinami is a year younger but has a more physical build and his riding style benefits from this: He tends to hit things fast and straight. The Europeans haven't named him Fuji-Gas for nothing.

The trial, staged in the town of Thalheim in eastern Germany, was fairly easy by World Championship standards, although with the title settled there was no real need to go overboard, and it certainly gave the shell-shocked lower-order points chasers some heart to be able to log a few cleans over the weekend.

It was staged mainly on wooded hillsides, with the opening couple of sections being man-made obstacles, while the majority of the 14 hazards were a combination of climbs and drops in the woods where there were slippery tree roots, rocks and loose-earth ascents to keep the competitors alert.

On the opening day, Lampkin was really focused, determined that the world should know that he was number one and that he wasn't going to have a slack weekend of just going through the motions. Despite the fact that he started with a five over the opening rock pile (where little-known Spanish national rider Marc Freixas was best, with a one) the Beta number one ripped through the opening lap for a score of just nine, cleaning 10 of the remaining 13 sections. This was enough to lead the field, if only by a single mark ahead of Colomer, who took a five on the fourth section - as did Fujinami and Brit Graham Jarvis on the lone Scorpa, and Steve Colley, who looked very comfortable on the sections, easing around without dropping a single five.

Kuroyama looked to have the early lead sewn up with a ride that saw him grow in confidence after a slightly wobbly start, but then a five on the final man-made sub in the town saw him drop down the leaderboard.

On the second loop, there was no holding Lampkin back, who gave a virtually faultless demonstration of pure machine control to circulate for just four marks. No one could live with this sort of form and he went on to take the 20 championship points - not that he needed them - on a total of just 13 for the day, a mighty 10 ahead of runner-up Colomer.

Behind the Big Two, though, the Japanese were having a real knock-down fight, and justice was probably done at the end of the day as the first four riders home finished in exactly the same order as the World Championship ended. But for an amazing third time this year, Kuroyama and Fujinami managed to end the day on exactly the same number of marks lost - 26 - and they were joined by Steve Colley. The result was mercifully easy to sort out on the most-cleans tie breaker, with the order descending through 15, 14 and 13 cleans, respectively.

It was a good day for the Brits, as Jarvis managed to force the Scorpa into sixth ahead of Jordi Tarres and Amos Bilbao, giving them three riders in the top six - a fact not lost on either the Brits or the Spaniards, with thoughts of the Trial des Nations now taking priority.

Sunday saw Lampkin and Colomer start out seriously enough, but mixed in with the concentration was an end-of-term feel that had the two rivals laughing at one another as each managed to founder in the evil-smelling, stagnant pool that the second section was built around.

Lampkin somehow managed to lose 14 and Colomer 15 on their respective opening loops. Setting the pace, though, was the hugely talented but equally frustrating-to-watch Colley, who breezed around for just six. This proved to be just a single mark better than Fujinami, while Kuroyama was right in there on eight, as was seven-time World Champion Tarres, putting together one of his best efforts of the year in what would be his last-ever World Championship Trial.

Colley then went on to prove just why he drives his supporters to distraction, dropping 13 on his second loop while his rivals virtually all dropped down to single-figure scores. Thus Colley ended his weekend with a fifth and seventh when he could just as easily have landed a third and a win.

Lampkin and Colomer managed to drag their acts together to end their weekend with scores of three and five, respectively, but there were better. Bruno Camozzi came from nowhere to sign off from a disappointing season with a respectable fourth on the day. Tarres said adios with a seven and a popular podium spot - a nearly perfect way to end his career.

Up front, it was the Kuroyama/Fujinami show all the way. Kuroyama didn't do a lot wrong as he posted a three-dab ride, but Fujinami was nearly perfect and his remarkable single-dab ride under this great pressure gave the teen-ager not only his first leg win of his career but also the overall victory. And there was no one happier for him than his friend Kuroyama - although Kuroyama was in the enviable position of having staved off his countryman to end the year in third place in the championship.

The two Gas Gas riders, young Spaniard David Cobos and Colley, split Lampkin and Colomer, in their unusual positions of fifth and eighth, while Spaniards Marc Cattla and Gabriel Reyes completed the top 10. CN

German World Trial
Thalheim, Germany
Results: September 6-7, 1997
(Round 10 of 10)

DAY 1: 1. Doug Lampkin (Bet); 2. Marc Colomer (Mon); 3. Kenichi Kuroyama (Bet); 4. Takahisa Fujinami (Hon); 5. Steve Colley (G-G); 6. Graham Jarvis (Sco); 7. Jordi Tarres (G-G); 8. Amos Bilbao (G-G); 9. Tommi Ahvala (Mon); 10. David Cobos (G-G); 11. Bruno Camozzi (G-G); 12. Marcel Justribo (G-G); 13. Marc Freixas (G-G); 14. Gabriel Reyes (Mon); 15. Marc Cattla (G-G).

DAY 2: 1. Takahisa Fujinami (Hon); 2. Kenichi Kuroyama (Bet); 3. Jordi Tarres (G-G); 4. Bruno Camozzi (G-G); 5. Doug Lampkin (Bet); 6. David Cobos (G-G); 7. Steve Colley (G-G); 8. Marc Colomer (Mon); 9. Marc Cattla (G-G); 10. Gabriel Reyes (Mon); 11. Joachim Hindren (G-G); 12. Graham Jarvis (Sco); 13. Tommi Ahvala (Mon); 14. Marcel Justribo (G-G); 15. Jose Alcarez (G-G).

WORLD CHAMPIONSHIP OBSERVED TRIALS FINAL POINT STANDINGS (After 10 of 10 rounds): 1. Doug Lampkin (354); 2. Marc Colomer (301); 3. Kenichi Kuroyama (230); 4. Takahisa Fujinami (224); 5. Jordi Tarres (188); 6. David Cobos (178); 7. Steve Colley (160); 8. Tommi Ahvala (149); 9. Graham Jarvis (143); 10. Bruno Camozzi (135); 11. Amos Bilbao (123); 12. Marcel Justribo (73); 13. Joan Pons 64); 14. Gabriel Reyes (57); 15. Donato Miglio (29); 16. Marc Cattla (28); 17. Joachim Hindren (27); 18. Diego Bosis (18); 19. (TIE) Marc Freixas/Jose Alcaraz (3).

NEW PRODUCTS

KID STUFF

Dunlop is now offering its popular **D737** intermediate-terrain motocross tire in **minibike sizes**. Designed and tested in the United States, the D737's center lugs and wide spacing are claimed to offer better acceleration, braking and self-cleaning. The tire's multiple edges give it a broad performance range, from hard pack to soft terrain. The minibike D737 is available in the following sizes: 90/100-14, 90/100-16, 70/100-17 and 70/100-19. Suggested retail prices start at around $100. For more information, see your local dealer.

WASH WITHOUT WATER

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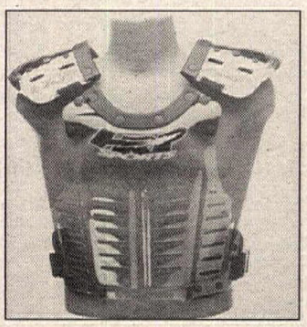

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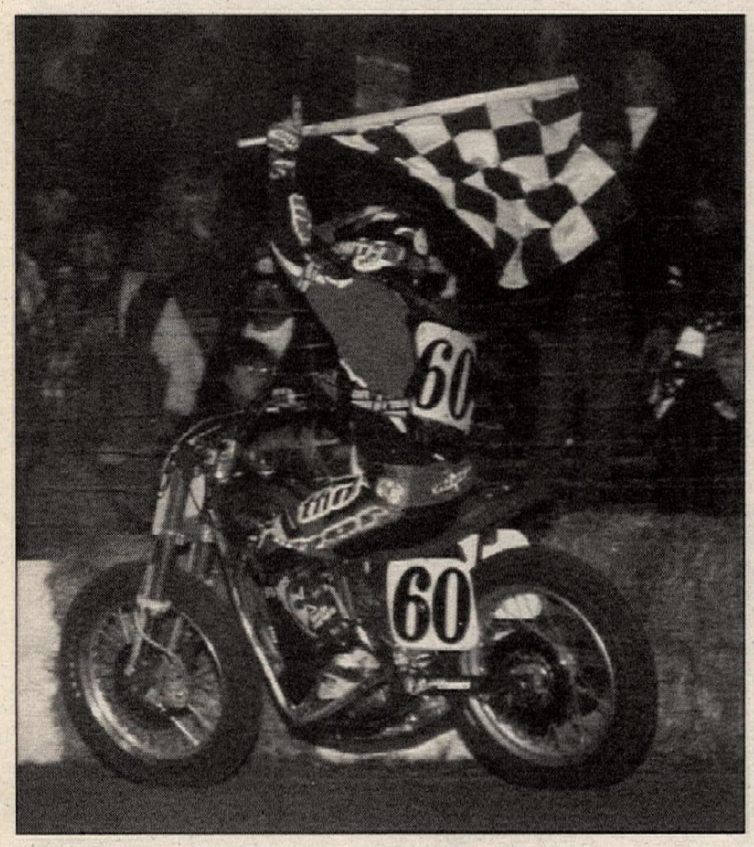

(Left) Dan Stanley finished off the AMA National Hot Shoe Series with two straight 600cc Expert wins during the final two rounds of the series at Castle Rock Raceway.
(Above) Rex Fisher was clearly the next-fastest man in line at Castle Rock. Fisher finished second to Stanley in the 600cc Expert class on both nights.

By Clay Light

CASTLE ROCK, WA, SEPT. 6

Bellingham, Washington's Dan Stanley proved that there is no place like home after taking not one but rather two wins in a row at the final two rounds of the AMA National Hot Shoe Series, as he earned the 600cc Expert main-event victory at the Castle Rock Fairgrounds TT.

Stanley, who prior to last night's National had not posted a victory in National competition, carded a narrow Friday night win; then, on this evening, stormed back to hammer the competition - most notably Rex Fisher and Mickey Fay - to win the series finale.

Stanley, who coming into the final two rounds ran ninth in the series points standings, solidified his third place in the final tabulations with his two wins, trailing Kenny Coolbeth, winner of the inaugural 600cc Expert-class title, and second-placed Lonnie Pauley; neither man was on hand, as Coolbeth had already all but clinched the title over Pauley, 124-95. Stanley finished third with 83 points to beat Joe Kopp's 77 for fourth.

"The only thing better than winning one race is winning two," a jubilant Stanley said from the podium.

Fisher, the second-place finisher, came from just inside of the top 10 on the opening lap to finish in the position for the second night in a row after a spirited charge to lead Fay, who rounded out the spots on the box.

The event also doubled as the Andy Tresser Memorial in honor of the National number-91 plate holder from Redwood City, California, who died as the result of injuries from a practice crash at the Rapid City, South Dakota, Grand National. Tresser, a Northwest favorite, was best known for his TT prowess after his wins in the past two 600cc Nationals at Castle Rock. The emotional tribute included a parade lap on Tresser's Rotax, which was ridden by his brother Carlo. Also in attendance were Tresser's grandparents, his mother, and his brother Christian.

QUALIFYING

National number 70, John Hlebo III, one of the six scratch-heat winners, led the first of the four heat races, where he convincingly beat Del Schnitzer and Steve Mayfield. Schnitzer would follow the Engines Only/Rod Lake/Aupperle Racing-backed Hlebo into the final from a distance.

Eric Rickman ran ahead of Stanley, Paul Iwanaga, Christian Vernon and Steve Liberty in heat two, but Rickman would narrowly miss making the transfer. Stanley, riding the Gardner Racing/BBRP/Budweiser-backed Rotax, led Don Wilson into the final.

Fay and Fisher led Jeff Harsha and Steve Smith in the third heat race, which set up one of the evening's closest battles. Fisher eventually got around Fay, a mainstay at the facility, to grab a win aboard the Hart Racing/Celorie Bros./Paul Peiroli-sponsored Rotax. Fay landed a ticket to the main event with second place.

Jeff Annen forged ahead of the fourth and final heat-race contestants to easily win, placing the Lopko/Shoei/Thor-sponsored Rotax on the front row for the final. Ron Waters finished a popular second place in front of his home crowd.

Eli Price, Smith, Iwanaga and Ron Yamamoto spent a great deal of time battling in the first of three semis. Price eventually pushed his way into a huge lead, one that would earn him his first Hot Shoe National start, beating Iwanaga and Smith, who also transferred.

Lonny Kopp, Harsha and Steve Arndt held the transfer positions in the second semi, but a crash involving both Arndt and Harsha brought the action to an early end. Harsha was transported to the University of Oregon Medical Center in Portland, Oregon, with a severe head injury.

On a brighter note, rookie Expert Beau A. Brown, the third-place finisher, earned his first-ever National berth. Mayfield, Troy Rose and J.P. Simonsen were the final riders to make the 17-rider field out of the fourth semi.

Hlebo, understandably pumped up about his heat-race win, pulled off a similar runaway act to lead Stanley, Fay and Simonsen in the six-rider, five-lap Dash for Cash. Stanley's untimely demise due to mechanical problems left Hlebo to score a win ahead of the veteran Fay and Simonsen.

"The bike is working really well tonight," said Hlebo. "It's running really strong, and this is my kind of track."

600cc EXPERT

Stanley got first pick of staging positions on the front row by virtue of his win in the fastest heat race; he chose a spot right down the middle, one that he hoped would launch him out front of the 17-rider field on the slippery track.

Stanley's gamble proved to be a good one: Though he trailed Fay on the opening lap, he ran ahead of Wilson, Hlebo, Annen and Mayfield at the flash of the green light. Hlebo quickly relegated Wilson to fourth, moving him up behind leaders Fay and Stanley. Stanley, though, would have to trail the Spanaway, Washington, rider for several laps before making a move on the veteran that would stick.

Once Stanley disposed of Fay, Fay was then faced with the advances of Hlebo, setting up a spectacular battle. Fisher, who charged from just inside of the top 10 to close in on the Hlebo/Fay clash in just five laps, joined in the battle to form a three-way struggle for the position.

It proved to be too close-quartered for three riders, though, as Hlebo, who was making a move on Fay that would have moved the Californian into the second-place spot had he succeeded, instead wound up taking a trip over the bars, ending his fine ride and allowing Fisher to move up a position.

Fisher then worked over Fay, making a pass on the veteran on the seventh lap. By this time, though, Stanley had checked out on the competition to finalize his sweep of the two Nationals.

Another impressive performance behind Fay was showcased by Annen, who ran fourth and narrowed the gap on Fay late in the final. Annen finished fourth behind Stanley, Fisher and Fay, but ahead of Mayfield; Mayfield fought off Wilson and Simonsen to score fifth.

Wilson, the sixth-place finisher, equalled his performance of the Spokane round, finishing ahead of Simonsen, Price, Schnitzer and Waters, who rounded out the top 10.

Kopp, Rose, Smith, Iwanaga, Brown, Arndt and Hlebo finalized the order of the finish.

Stanley, who took a break from the GNC Series, netted over $3000 for two nights of work.

"There's no place like home," Stanley said.

600cc PRO-AM

Yamaha-mounted Mark Patterson posted his finest performance as a Pro-Am rider. After he pulled the holeshot in the 12-rider, 10-lap, 600cc Pro-Am final, he led Californian Rotax rider Matt Gomez and local Honda rider Frank Marker on the opening lap.

Patterson enjoyed a slim lead until Gomez clawed his way into contention, finally getting around the Washingtonian for the lead. While Gomez would lead from that point on, Patterson stayed within striking distance of the leader to take second place ahead of Marker, who, with third place, also exhibited his best-ever finish.

Todd Hagmann, who matched his performance of the night prior with fourth, led Californian Steve Hlebo, Pete Medcalf, Craig Bowman, Joe Lenz, George Prindiville and Bob Moran, who rounded out the top 10 in the final. CN

Castle Rock Raceway
Castle Rock, Washington
Results: September 6, 1997 (Round 12 of 12)

600 EX: 1. Dan Stanley (Rtx); 2. Rex Fisher (W-R); 3. Mickey Fay (Rtx); 4. Jeff Annen (W-R); 5. Steve Mayfield (W-R); 6. Don Wilson (W-R); 7. J.P. Simonsen (Hon); 8. Eli Price (W-R); 9. Del Schnitzer (W-R); 10. Ron Waters (W-R); 11. Lonny Kopp (W-R); 12. Troy Rose (Rtx): 13. Steve Smith (W-R); 14. Paul Iwanaga (Rtx): 15. Beau A. Brown (W-R); 16. Steve Arndt (Rtx); 17. John Hlebo III (Rtx).

600 PRO-AM: 1. Matt Gomez (Rtx); 2. Mark Patterson (Yam); 3. Frank Marker (Hon); 4. Todd Hagmann (Rtx); 5. Steve Hlebo (Rtx); 5. Pete Medcalf (Hon); 7. Craig Bowman (W-R); 8. Joe Lenz (Rtx); 9. George Prindiville (Yam); 10. Bob Moran (Yam); 11. Beau Z. Brown (Rtx); 12. Tony Fox (Rtx).

AMA 600cc EXPERT HOT SHOE SERIES POINTS STANDINGS (After 12 of 12 rounds): 1. Kenny Coolbeth (124/3 wins); 2. Lonnie Pauley (95/1); 3. Dan Stanley (83/2); 4. Joe Kopp (78); 5. Garth Bastian (60); 6. Steve Mayfield (54/1); 7. Paul Morgan III (52); 8. Mickey Fay (51); 9. Willie McCoy (49); 10. Bret Beyer (48/1); 11. Ryan Brown (46/2); 12. Jeff Annen (44); 13. Rex Fisher (38); 14. Jason Sentell (35); 15. John Nickens III (34); 16. (TIE) J.R. Schnabel/Mike Hacker/Chris Boone (32); 19. Robert Lewis Jr. (31/1); 20. Steve Smith (29).

AMA 600cc PRO-AM HOT SHOE SERIES POINTS STANDINGS (After 12 of 12 rounds): 1. Tim Eades (132/3 wins); 2. Mike McKee (126/2); 3. Joe Eades (94); 4. Thomas McGrane (86); 5. Todd Hagmann (53/1); 6. Christopher Huss (50); 7. Donnie Steward (49); 8. Nicky Hayden (46/2); 9. James Faulkner (45); 10. Matt Gomez (42/1); 11. Frank Marker (41); 12. (TIE) Joshua Currey (1 win)/Brian Shirley/Jerad Cheney (39); 15. Beau Z. Brown (36); 16 (TIE) Mark Patterson/Ron Kimmel (32); 18. John Winsett Jr. (27); 19. Kevin Hilbert (26); 20. (TIE) Joshua Knott/Roy Miller/Yuhiko Hirao (25).

AMA National Hot Shoe Series
Round 11: Castle Rock Raceway

Stanley's homecoming

By Clay Light

CASTLE ROCK, WA, SEPT. 5

On a cold, cloudy night, Washington's Dan Stanley fought off slippery track conditions and also the looming advances from Oregon's Rex Fisher to convincingly score a win in the 600cc Expert main event at the penultimate round of the AMA National Hot Shoe Series at the Castle Rock Raceway.

The win was Stanley's first ever in National competition, something that had for many years eluded the Bellingham, Washington, rider who narrowly beat fellow Northwesterners Fisher, from nearby Warren, Oregon, and fellow GNC contender Joe Kopp, who rounded out the podium finishers after a come-from-behind ride.

"This feels so good," an elated Stanley said from the winner's circle. "I've waited so long for this. I've been close a couple of times and have even broke while leading one, but this is the best."

Stanley initially followed Fisher during the early stages of the 25-lap main event, then he capitalized on an error by early leader Fisher to take the lead on the third lap, and then fended off all of Fisher's advances to take a narrow victory and the accompanying $1500 payoff.

For Fisher's second-place finish in the 17-rider field, the National number-12 plate holder took home nearly $1000 from the purse.

"I knew if I made a mistake that Danny would be right there," Fisher said. "I missed a shift at the end of the straight-away, and the next thing I knew, he'd motored past me."

Kopp's only Castle Rock appearance of 1997 netted the Mica, Washington, rider $700, but it would be a short stay as he would have to bypass the final round in order to catch an 11:30 a.m. flight out of Seattle to attend the Syracuse, New York, National. While Kopp was pleased with his performance, the GNC veteran had high hopes prior to the event.

"Sure, I wanted to win," Kopp said. "But I just can't get a start here. I told myself before the main that if the second-row guys didn't pass me, I'd be doing good. I thought that I was catching them (Stanley and Fisher), but I kept banging my pipe in the right-hander. That almost spit me off."

Thirty-four 600cc Expert riders and 33 600cc Pro-Am contestants were on hand for what would be the next-to-last round of the series.

The Experts were split into four heat races in which the top two riders would go directly to the main event. The remaining riders would qualify by way of three semis that would net three riders from each the final tickets to the main event.

600cc EXPERT

Fisher sat on the pole position, joined by Stanley, Mickey Fay, J.P. Simonsen, Kopp and Ron Waters in the first of the three rows for the 17-rider, 25-lap final.

Fisher darted out front of Stanley at the start, followed by Simonsen, Fay, Waters, Jeff Harsha and Eli Price. The leaders, Fisher and Stanley, quickly established themselves by putting substantial ground ahead of the Fay/Simonsen battle that waged behind them for third, a position that Fay would control in the early stages after Simonsen clicked his Honda into neutral at the dogleg and threw it into the hay bales.

Fay, though, would be dumped back a spot by Kopp, who got off the line in ninth but quickly ran through traffic to set his sights on Fisher, who led three laps but had yielded to Stanley after also missing a shift.

Fisher's error placed Stanley into a lead that he would not relinquish, one that would earn him his first National victory after fending Fisher off for the remainder of the race. Kopp's charge brought him to within striking distance of Fisher, netting him a popular third-place finish while maintaining equal ground on Fay, the fourth-place finisher.

Annen, who ran sixth behind Waters for the majority of the race, made a move on the slippery track that would earn him fifth, while Waters finished sixth - his best National performance - ahead of John Hlebo III, Harsha, Christian Vernon and Lonny Kopp.

Steve Mayfield, Del Schnitzer, Steve Arndt, Troy Rose, Steve Smith, Simonsen and Price rounded out the National field.

600cc PRO-AM

Tony Fox led the 12-rider, 10-lap final into turn one, but a pileup, in which Jeff Gabhart was injured, forced a restart. This allowed local rider Joshua Currey, who earlier had won one of the three heat races, to improve upon his start position by leading Matt Gomez (also a heat-race winner) and Beau Z. Brown in the final.

Currey would lead from start to finish to win what would be his last ride as a Pro-Am, fighting off the rider who had been so dominant all week long during the Pro-Am portion of the AMA Washington Speed Week, Gomez, who held on to place second. But the surprise performance came from Brown, who ran third in his first race as a Pro-Am rider. Todd Hagman, usually a front-runner in the class, finished fourth. Following Hagmann were Frank Marker, Fox, Bob Moran, Joe Lenz and Craig Bowman. CN

Castle Rock Raceway
Castle Rock, Washington
Results: September 5, 1997 (Round 11 of 12)

600 EX: 1. Dan Stanley (Rtx); 2. Rex Fisher (W-R); 3. Joe Kopp (Rtx); 4. Mickey Fay (Rtx); 5. Jeff Annen (W-R); 6. Ron Waters (W-R); 7. John Hlebo (Rtx); 8. Jeff Harsha (W-R); 9. Christian Vernon (ATK); 10. Lonny Kopp (W-R); 11. Steve Mayfield (W-R); 12. Del Schnitzer (W-R); 13. Steve Arndt (Rtx); 14. Troy Rose (Rtx); 15. Steve Smith (W-R); 16. J.P. Simonsen (Hon); 17. Eli Price (W-R).

600 PRO-AM: 1. Joshua Currey (Rtx); 2. Matt Gomez (W-R); 3. Beau Z. Brown (Rtx); 4. Todd Hagmann (Rtx); 5. Frank Marker (Hon); 6. Mark Patterson (Yam); 7. Tony Fox (Rtx); 8. Bob Moran (Yam); 9. Joe Lenz (Rtx); 10. Craig Bowman (W-R); 11. Vince Holt (Hon); 12. Jeff Gabhart (W-R).

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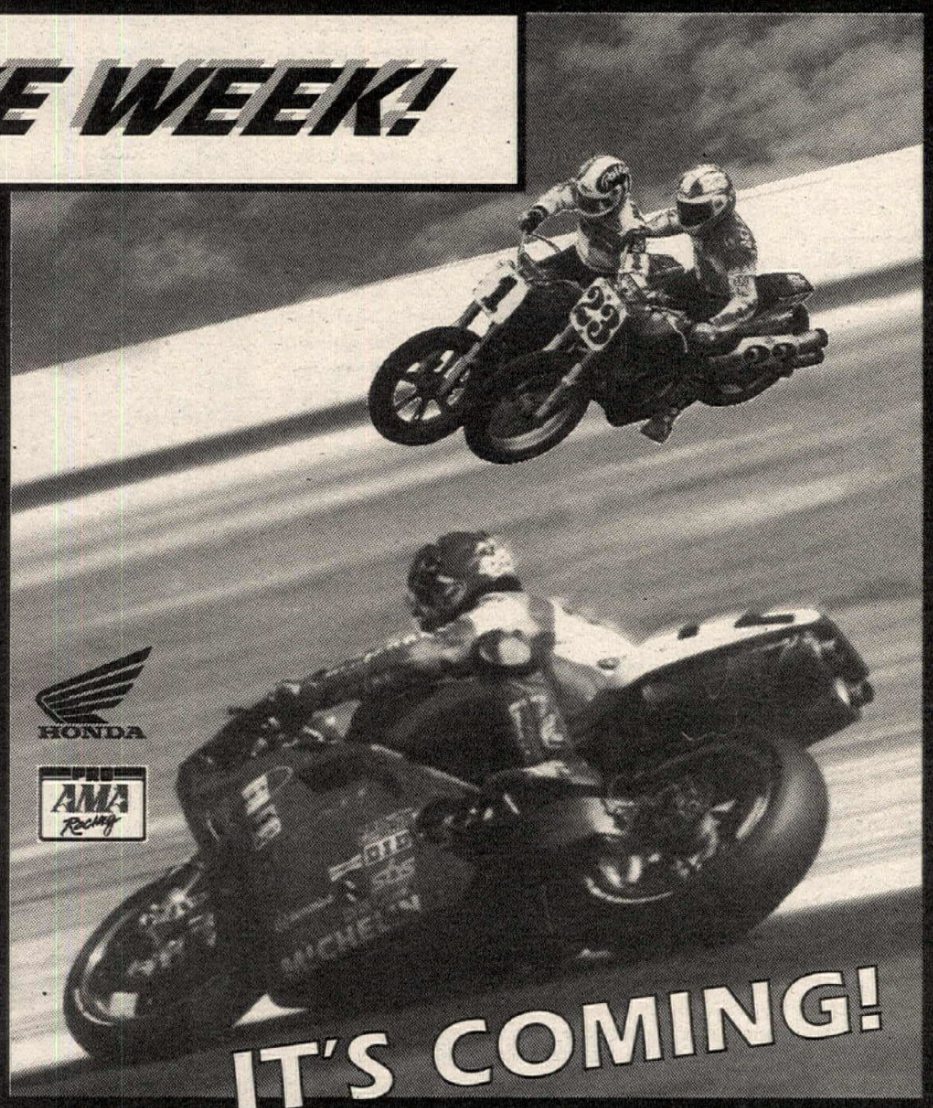

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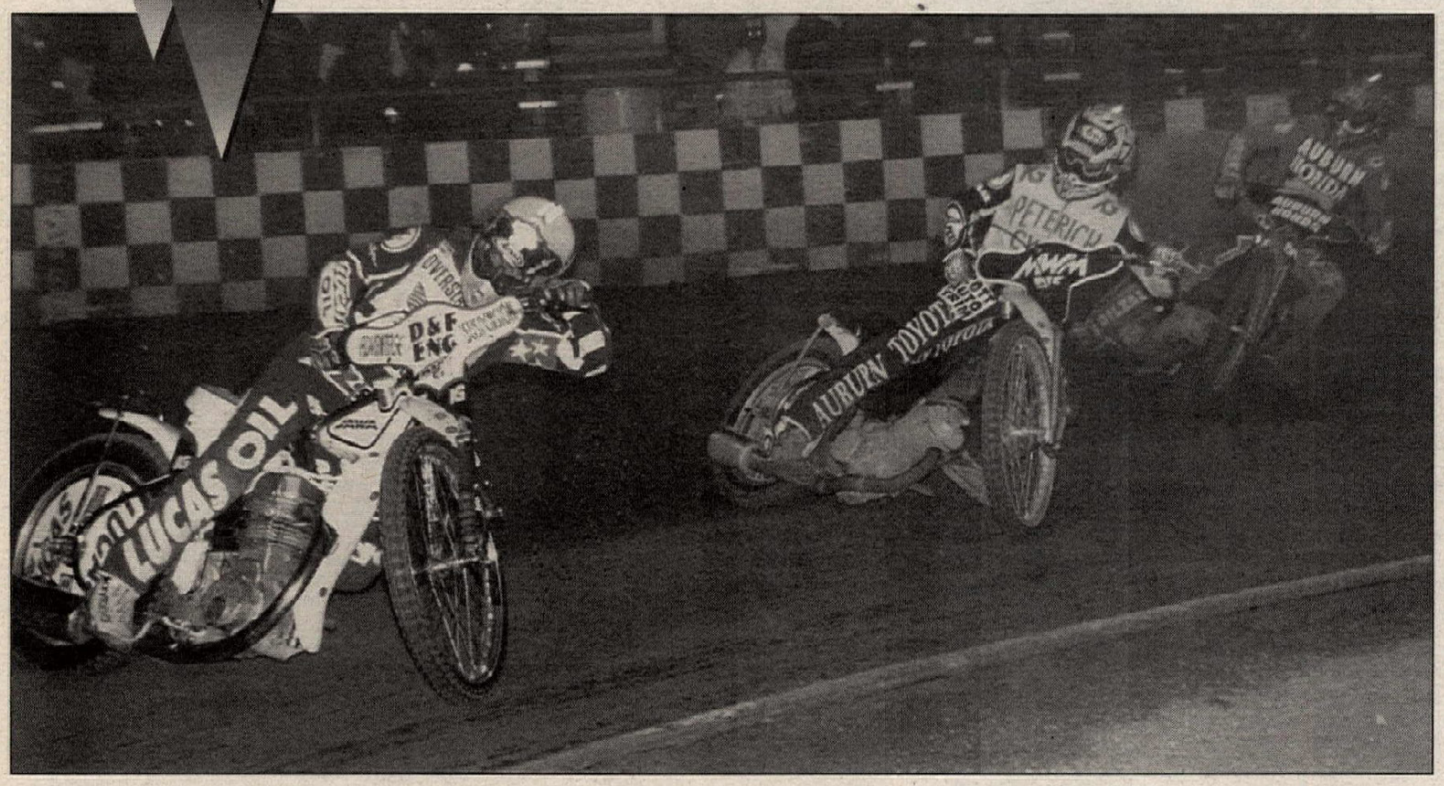
California State Speedway Championship

Venegas Victorious



By M. Sober
Photo by Gen Moore

AUBURN, CA, AUG. 29

Charlie "The Edge" Venegas finally won a major American Speedway title when he outdistanced local Northern California riders Bart Bast and Jimmy Sisemore to take the 1997 California State Speedway Championship.

"I had my hands full with those guys all night," said Venegas, who has been riding in the British League for the better part of the last couple of seasons. "I didn't know if my Jawa had enough left in it to beat those lay-downs those guys were running. I brought a motor with me, but I switched to a backup when I saw what these other guys were riding."

In the opening heat of the first round, Bobby Hedden got the start, ahead of Bob Hicks and Northern California points champion Bart Bast. Bast managed to get past Hicks for second but could not catch the fleeing Hedden. Sisemore got out in front in the next heat, only to have Auburn track champion Louis Kossuth fly by on the inside to take over the lead. Kossuth stayed up front until turn four on lap three when he overslid, allowing Sisemore to retake the lead and the three points. Venegas made a nice start in heat three, leaving second place to speedway icon Bobby "Boogaloo" Schwartz. Seventeen-year-old Billy Janniro stormed past veteran Pat Linn to take the win in the final heat of the first round.

Hedden opened the second round with another win, while Venegas finished second and dropped his first point of the meeting. Kossuth dominated the next heat, ahead of Linn and Dave Faria. The third heat of round two proved to be up to its hot pre-race billing - and then some - as Sisemore and Bast met for the first time. Sisemore got the start and led the race until the final turn, where he faltered ever so slightly. Bast thought he saw the chance he had been looking for and dived for the winning pass, but Sisemore recovered his line and the two stubborn veterans came together as they hit on the front straightaway. Bast went across the line first while Sisemore and his Jawa finished second, separately. Eddie Castro won the last heat of round two, ahead of the spunky Janniro and Schwartz. Steve Lucero, 1996 state champion, continued his backward slide with his second straight goose egg.

Hedden opened up the third round with the only remaining perfect score, but fell prey to the quick-gating Kossuth. Hedden tried every trick he knew to pass Kossuth but could not get past the smooth-riding veteran, despite almost taking them both out late in the race. Schwartz got his first win in the next ride, besting the struggling Hicks and Chad Felicio. Lucero got the best start in event 11, but could only watch in amazement as Venegas, Bast and, finally, Linn passed him, leaving him with his third consecutive pointless ride. Venegas got his second win, and the pre-race favorite, Bast, took second place, dropping another championship point in the process. Sisemore took the final win of the third round, reeling in Kelly Bennett, who was off the starting line first but who eventually dropped off the pace and ended up last. Eddie Castro took second place.

Sisemore made the most of back-to-back rides, as he took the three-point win over Hedden despite his insistent aggressiveness that, at one point, saw his front wheel inside the pole in an attempt to avoid slamming into Sisemore. Schwartz continued his subpar performance with a disqualification for touching the starting tapes after the riders were staged. In the second heat of round four, Hicks got his first win of the night, taking over when race leader Lucero fell and collected yet another last-place finish. Bennett stayed ahead of Matt Becker to collect two points for second, his best finish of the event. Bast took a much-needed win in the next heat, and Castro shocked Kossuth and Venegas in event 16 when he brought the crowd to its feet with a spectacular outside swoop that carried the Ojai native to the win. Venegas held on to second, but Kossuth's chances were dealt a severe blow when he fell and failed to gather any points. At the end of four rounds, Sisemore led the way with 11 points out of a possible 12, while Venegas, Bast and Hedden were all tied at 10 points each.

Hedden's chances for the championship went down the drain in the first race of the final round, when the real Lucero decided to show up: He rode a quick gate to victory to score his only points of the meeting. Hedden held on to second place and tallied up 12 points for the night. Hedden's only chance lay in the hope that Venegas, Sisemore and Bast would drop points in the next two heats. Sisemore did drop a point when Venegas beat him in the next ride, but Bast held off Kossuth and Schwartz to force a three-way runoff for the title. Linn got into the victory column in the final scheduled heat and Castro got second, which pushed his event total to 10. That left Castro in a tie with Kossuth for fifth place overall.

Sisemore drew the pole for the runoff, but it was Venegas who got the holeshot out of starting lane three. Bast got out of the blocks last, but managed to slide into second place when Sisemore parked slightly in turn four on the opening lap. Bast immediately went after Venegas, but Bast had the race dialed.

"Man, I started (riding) here at Auburn and now I'm the state champ! I can't believe it," said the clearly overwhelmed Venegas. Bast finished second, and the final podium spot went to the luckless Sisemore, who actually rode well enough to win the event but came up short. Hedden finished one point out of the runoff and in fourth place. CN

(Above) Charlie Venegas (leader) won his first major American Speedway title by beating Bart Bast (second) and Jimmy Sisemore in a tie-breaker runoff to win the California State Speedway Championship at the Auburn Speedway. (Right) Venegas (far left) gets the jump at the start of the title-deciding runoff.

Auburn Speedway
Auburn, Califorina
Results: August 29, 1997

CALIFORNIA STATE CHAMPIONSHIP: 1. Charlie Venegas (Jaw); 2. Bart Bast (Jaw); 3. Jimmy Sisemore (Jaw); 4. Bobby Hedden (Jaw); 5. (TIE) Louis Kossuth (Jaw)/Eddie Castro (Jaw); 7. Pat Linn (GM); 8.(TIE) Bobby Schwartz (GM)/Bob Hicks (Jaw)/Billy Janniro (Jaw); 11. (TIE) Chad Felicio (Jaw)/Matt Becker (Jaw); 13.(TIE) Steve Lucero (GM)/David Faria (Jaw)/Kelly Bennett (Jaw); 16. Gary Ackroyd (Jaw).

SETRA Enduro Series, Round 1

(Left) Allen Gravitt rode his KTM 200 E/XC Limited Edition model to the overall win at the opening round of the SETRA Enduro Series, the Armadillo Enduro, in Ocala, Florida.

Gravitt's all smiles

By Kenneth King

OCALA, FL, AUG. 24

KTM's Allen Gravitt was all smiles at the finish line of the SETRA Armadillo Enduro, and he had good reason: He had just won the Armadillo Enduro for the second year in a row. But that wasn't the only reason Gravitt was smiling. He raced KTM's all-new 200 E/XC Limited Edition and had a great time.

"I rode good today - never had any problems, and I just love that bike," Gravitt said. "I feel I can do anything on it; I can just throw it around. It really gives me a lot of confidence - maybe too much."

Gravitt took the win with a two-point card. Steven Smith, who holds the number-two spot in the SETRA series, finished second overall with a three-point loss and Franklin Ramey III, SETRA's grand champion, rounded out the top three. Ramey had a few problems on the day, but still managed to drop just three points.

The enduro was the opening round of the SETRA Enduro Series and was hosted by the Big Scrub Trail Riders out of Ocala, Florida. One word that pretty much describes races in Florida is "sand," and the Armadillo was no exception. The trails were sandy, with some sections quite deep, and whooped out in many areas. Racers were expecting tight, brutal sections, but the club decided to spare riders and instead used open trails connected by fast fire roads. There were to be two long points-taking sections, but a federally endangered plant that was found in the area halted the use of the sections. Not many riders complained.

At the start of the race, riders were greeted with pleasant temperatures and clear skies. A rainstorm in the area deposited rain everywhere in the forest except on the course, so it was going to be dusty. The club placed eight checkpoints throughout the trail to time the riders, but faster trails and the use of two-track trails had most of the faster riders zeroing all of the checks but one. It was a race where you really had to watch your clock.

The first check was at 6.80 miles and was a going-in check to a 11.2-mile section. The fast guys stayed on time, but the average score was a one-point loss. Check four came after a few jeep roads at 26 miles, and quite a bit of controversy surrounded this check as quite a few riders, including AA rider Ashley Brewer, burned the check. The club checked the mileage and found everything to be in order.

The gas stop was located on a powerline road at the 30-mile mark. 250cc A rider Jason Chancey held the lead on his KTM with the best tie-breaker score. Chancey zeroed the check and came in 29 seconds into his minute at the tie-breaker check. Fellow 250cc A rider David Baxley was in second after coming in 28 seconds into his minute, and another 250cc A rider, Steve Saunders, came in at 25 seconds into his minute. The AA riders followed, with Smith and Ramey with 21 second scores and Gravitt with 16. At the gas stop, it looked like the 250cc A riders were taking charge.

There was a reset followed by a check at 39.60 miles and check six, at 43.6 miles, saw almost everyone on time. This was a going-in check for the toughest section of the day and was the only real points-taker. The section was almost 6 miles long, but it was first-gear tight with brief stretches where riders could open up into second gear. The temperature had risen into the low 90s by now, and that would play a major factor with some riders. MSR-backed Gravitt really cranked the 200 up in the tight stuff and dropped the lowest score through the section with a 2:42. Moose-backed Smith had the second-best score with a 3:01.

"I just rode as best as I could," Smith said. "It was a fun race. A good first race, but I wish I would have cranked it up a little more in that tight section."

Ramey had the third-best score with a 3:03.

"They (the promoting club) really didn't have enough points-taking sections for me," Ramey said. "I mean, one tough section isn't enough for an enduro, but I suppose they did the best they could."

250cc A rider Saunders rode his RM to a 3:14 time, securing him first in the class. Chancey took the runner-up spot with a 3:54.

Check number eight, at 55.20 miles, checked the riders into the last section of the day, which was almost 16 miles long. The trail was mostly fast with two-track to break it up. Once again, the fast guys zeroed the section. If you did get behind, there were enough jeep roads to help you catch back up. Everyone just cooled off in the last section and had fun.

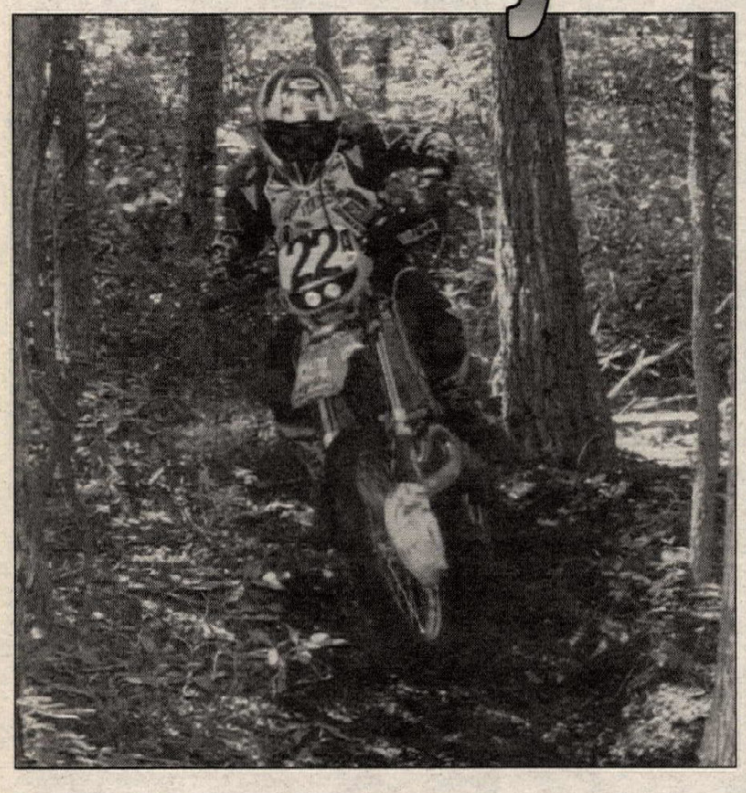
"I just can't say enough about the bike (the KTM 200)," said Gravitt about his winning ride. "I just have a lot of fun riding it. I can't wait to get to South Carolina next weekend and ride it on some hard ground." CN

(Above) Last year's SETRA Grand Champion, Franklin Ramey III (130), finished second overall. (Left) Steve Saunders (319) won the 250cc A class and finished a fine fourth overall.

Armadillo Enduro
Ocala, Florida
Results: August 24, 1997

O/A: 1. Allen Gravitt (2).
AA: 1. Steven Smith (3); 2. Franklin Ramey III (3).
OPEN A: 1. Jeff Winguard (5); 2. Larry Griffin (6); 3. Kenny Boyd (8).
OPEN B: 1. Tim Brown (7); 2. Steve Henson (10); 3. David Macadam (12).
OPEN C: 1. Ted Lentz (10); 2. Scott Presnell (11); 3. Wayne Briske (14).
125 B: 1. Matt Jablonski (10).
125 C: 1. Jenni Lamb (17); 2. Richard Berard (21); 3. Jim Yorland (23).
200 A: 1. Lee Stephens (3); 2. Tommy Veator (4); 3. Robert Neeley (5).
200 B: 1. Mark Thompson (7); 2. John Nodine (11); 3. Ryan Christ (12).
200 C: 1. Andrew Roshong (15); 2. Derek Perry (18); 3. Chris Owens (21).
250 A: 1. Steve Saunders (3); 2. Jason Chancey (3); 3. Danny Barrett (3).
250 B: 1. Johnny Campbell (6); 2. Tim Weber (12); 3. Jack McDonough (13).
250 C: 1. Keebe Craddock (10); 2. Ari Relford (11); 3. Robert Smith (11).
4-STRK A: 1. Martin Pruett (3); 2. Cullen Underwood (15); 3. Craig Borders (16).
4-STRK B: Greg Clark (10); 2. John McGlohorn (15); 3. Jeffrey Walker (19).
4-STRK C: 1. Nik Johnson (10); 2. Keith Bowman (18); 3. John Parker (26).
VET A: 1. Arty Spencer (5); 2. Larry Arrington (5); 3. Gary Williams (5).
VET B: 1. Robert Tanner (8); 2. Wilson Cagle (9); 3. Bob Granger (10).
VET C: 1. Mike Culler (13); 2. Bill Wyrough (14); 3. Bruce Moffat (18).
SR A: 1. Joe Royal (6); 2. Philip Henderson (10); 3. Richard Edmonds (10).
SR B: 1. Clint Johnson (7); 2. David Norman (9); 3. Richard Clarke (13).
SR C: 1. Sam Mento (17); 2. John Day (18); 3. Harry Masters (18).
S/SR A: Johnny Thomas (9); 2. John Kealy (14); 3. David Kuka (16).
S/SR B: 1. John Watts (11); 2. Lane Sheppard (11); 3. David Tharp (32).
S/SR C: 1. Brad Minnix (15); 2. Gates Pelletier (22); 3. William Thompson (27).
MSTR A: 1. Lloyd Widener (10); 2. Joseph Van Seeters (10); 3. John White (14).
MSTR B: 1. John Green (7); 2. Steve Huggis (11); 3. Steve Chancey (12).
MSTR C: 1. Mike Leach (17); 2. Nick Krupa (22); 3. Buddy Gaillard (22).
GLDN MSTR: 1. John Schnelbach (26); 2. Ed Knights (92); 3. Garth Imhoff (92).
WMN: Kerri Chambers (21); 2. Elaine Nobles (22); 3. Linda Rorrio (99).
VINT: 1. Kevin Hodge; 2. Chuck Miller; 3. Ed Thomas.
SPTSMN: 1. Tim Hogan; 2. Colt Kirkland; 3. Daniel McKune.

Lafferty stops Hoess



KTM-mounted Rich Lafferty broke Fred Hoess' string of ECEA Enduro series victories by winning the Beehive Enduro in Mauricetown, New Jersey.

By Mark Uth, Trail Rider Magazine
Photos by Barry Seppy

MAURICETOWN, NJ, AUG. 24

Richard Lafferty used a flawless ride to break a string of ECEA enduro overall victories posted by series points leader Fred Hoess, claiming top honors at the 1997 Beehive Enduro. Earning his second Grand Champion trophy of the season, Lafferty bested series rivals Hoess, who retired with mechanical problems on the final A-only loop, and Richard's brother Jack, who finished in his all-too-familiar runner-up slot.

"I had one of those remarkable days where everything went right," Lafferty said. "My KTM's motor was barking and its suspension seemed to be set perfect for the terrain." Of course, that's little surprise, as the entire Lafferty clan hails from nearby Port Elizabeth, just a few miles up the river.

This year's running saw absolutely ideal race-day weather conditions with cool morning temperatures around the 60-degree mark and a daytime high that might have just tipped 80. One potential question mark, however, was the condition of the course's lowlands. More than a foot of rain fell locally on the Wednesday night/Thursday morning prior to the event. Fears of potentially flooded trail conditions were all for naught, however, as this watering actually made things just about perfect, with nice, firm, berm-building loam and a complete absence of dust. The only trade-offs were a couple of extra mudholes and some minor rutting in the lower sections, none of which proved too hazardous.

Nearly 350 entrants lined up for the start, located a little way down the road from the Mauricetown Fire House. CDR trailbosses planned the usual three-loop romp through the mostly open, deciduous forest of second-growth pine and gnarly laurel patches of the Cumberland County countryside. Each loop contained a single points-taking section and ended with a known control, providing additional free time coming into and departing each gas stop. A combination of previously run and fresh trail sections made for a good riding rhythm that proved to be way too much fun at non-timekeeping speeds.

After the obligatory blacktop connectors leading from town and some minor woods trail to warm things up, the first section began with a check-in, some 20 miles into the ride. The 4-mile section was run at 18 mph and ended with an emergency check-out just before the first gas stop. As has been the norm at Beehive Enduros for years, tight scoring would find riders separated by seconds, with those who make the card flips doing well, while those who don't end up frustrated and disappointed. This first section proved that this was to be the case on the day as well, as top riders all completed the section within a 20-to-30-second span, while the lucky ones were deep into the four-minute range. This group included Rich and Jack Lafferty, Frank Vanaman and Mike Moore, who posted a section-best 4/255.

Shortly after the check-out was the first gas stop. Most riders cut the 30-minute gas-stop break short to soak up the free time out of the gas stop; the free time was extended to nearly four miles, due to an oddball 13 mph speed average. This continued for approximately eight miles, ending with a speed change to 24 and an ensuing check-in.

The second-loop special test provided a short, 3-mile section with a secret check-out, again just prior to the second gas stop. Rich Lafferty and streaking 250cc A pilot Dwayne Shirk set benchmark two-point scores through the section, while a boatload of top riders trailed with three points down.

Another 30-minute respite was followed by more blasting free time out of the gas stop. Soon afterward, riders were checked into another points-taker, this time a lengthy section that made use of some gnarly trail originally cut for an Expert-only test. Run at 24 mph, the tight sections - hewn through stands of tall mountain laurel, as well as several minor swamp crossings - took their toll at the emergency check-out. Here, the Lafferty boys and Moore posted fives, Jack Jr. getting the nod with a section-best 5/303. After the checkout, the loop split, with B-, C- and specialty-class riders riding connectors back to the firehouse, while A and AA riders headed off to a start control and the much-anticipated A-only loop.

Prior to the A loop, Rich Lafferty held a slim one-point advantage over competitors Moore, Jack Lafferty and Hoess, 11 points to 12. Frank Vanaman remained in the hunt with 13 points showing on his card, while a handful of long shots trailed with 14-point cards. What was in store for A riders was a 12-mile section of fresh trail cut into second-growth timberlands of several overgrown gravel pits that would undoubtedly decide the race. Short, steep hill crossings, off-camber trails and acute switchbacks all served to slow speeds well below the scheduled 24 mph speed average. At one point, the trail burst out onto a paved road for a 200-yard sprint down the closed-course blacktop - which wasn't the ticket for motor longevity after slogging through the tight stuff for several miles. This precipitated motor trouble for some - most notably ECEA points leader Hoess, as he stuck his motor with a seized crank shortly thereafter. Riders soldiered on through technical trail, finally coming to a midloop emergency check some six miles in. Things opened up just a tad through the back half, although a couple of tricky mudholes proved trouble for some.

The event ended with another emergency check and, when the dust settled, Rich Lafferty showed how bad he really wanted it, smoking through the loop while collecting eight- and 12-point scores at the midpoint and end checks, respectively, for a total of 20 through the section. This added an exclamation point to his somewhat tenuous lead going into the section and another Overall trophy to the Lafferty collection, to boot. Bill Atkinson, attempting to overcome a so-so morning ride, roosted in a point behind Richard, going 9-12 and actually posting the fastest time at the final check-out, a near 50-second margin over winner Lafferty. TM125-mounted Jeff Kirchner showed his mettle, going 9-13, while a host of other riders, including Moore, Vanaman, Dwayne Shirk and Jack Lafferty posted 914 scores. The A riders then made their way back to the firehouse, where cards were collected at an observation check.

Results were tallied and posted in a timely manner, with none of the difficulties that have plagued recent Beehive Enduros. Richard Lafferty graciously accepted the Grand Champion honors on the merit of his 31-point card, while lauding the performance of his KTM. Jack Lafferty Jr. and Moore each finished 35 points down, with Jack earning the second overall seeding based on emergency points in spite of several hellacious crashes experienced during the ride. Moore filled out the podium in third overall. Atkinson, Kirchner and Vanaman each posted 36-point finishes. Atkinson used a strong A-loop showing to claim fourth overall, while Kirchner and Vanaman finished fifth and sixth overall, respectively. Top A-class honors again went to a high-flying Shirk, who piloted his KX250 to the High Point trophy with a score of 36. The HPA runner-up two points behind was XR400 rider Mark Hummel.

In other classes, Vet-class rider Andrew Bradway posted good numbers, earning the High Point B prize handily, 14 points down on the abbreviated course. Paul Biting was his closest threat, finishing three points behind at 17. Top C-class scores were all found in the 250cc C class. KX250 rider Wayne Vadermark earned the High Point C honors by dropping 19 points. C-class rivals Lew Charlesworth, Eric Reeves, Mike Sharp and Chris Vecchione were the High Point C runner-ups on the day, each finishing 22 points down. Dan Van Driel edged out Joe Galie Sr. by a point for the Masters-class win, while Kathi Campbell prevailed over a well-attended Women's class. Chris Nolan and Pete Wright were top finishers in the Trail and Dual Sport classes, respectively. CN

Beehive Enduro
Mauricetown, New Jersey
Results: August 24, 1997

O/A: 1. Richard Lafferty (KTM).
HP A: 1. Dwayne Shirk (Kaw).
HP B: 1. Andrew Bradway (Suz).
HP C: 1. Wayne Vadermark (Kaw).
AA: 1 . Jack Lafferty Jr. (KTM); 2. Michael Moore (Yam); 3. Bill Atkinson (Kaw); 4. Jeff Kirchner (TM); 5. Frank Vanaman (KTM).
125 A: 1. Eric Pirie (Hon); 2. Edward McGall (Yam); 3. Greg Davies (Yam); 4. Craig Copeland (KTM); 5. Dean Spencer (Hon).
125 B: 1. Joe Marchesani (Yam); 2. Steve Fox (KTM); 3. Daniel Stoppi (Kaw); 4. Dave Frazier (Kaw); 5. Steve Brown (Suz).
200 A: 1. Todd Lockard (Kaw); 2. Todd Quinn (Kaw); 3. Joe Tavani (Kaw); 4. Ron Lucas (Kaw).
200 B: 1. Eric Corbin (Kaw); 2. John Lambert (Kaw); 3. George Sigler (Kaw); 4. George Potts (Kaw); 5. Rob Comber (Kaw).
200 C: 1. Frank Lupperger (Kaw); 2. Jay Sutton (Kaw); 3. Chris Brown (Suz); 4. Rich Johnson (Kaw); 5. Matthew Hurff (Kaw).
250 A: 1. Michael Bradway (Yam); 2. John Rogers (KTM); 3. Ed Hamilton (Kaw); 4. Scott Gribble (Kaw); 5. Bryan Page (Hon).
250 B: 1. Bob Solomon (KTM); 2. Jim Shainline (Hon); 3. Peter Burnett (Yam); 4. David Nash (Kaw); 5. Bill Gilbert (Yam).
250 C: 1. Eric Reeves; 2. Michael Sharp (Suz); 3. Chris Vecchione (TM); 4. George Mamounis (KTM); 5. Jeff Sanders (Suz).
OPEN A: 1. Dave Groemm (KTM); 2. James Wright (KTM); 3. Bill McConnell (KTM); 4. Clifford Tenney (KTM); 5. Howard Moudy (KTM).
OPEN B: 1. Paul Bitting (KTM); 2. Eric Hartem (Hon); 3. Matt Howton (KTM); 4. Michael Crum (KTM); 5. Tim Gallagher (KTM).
OPEN C: 1. Layne Foulk (KTM); 2. Jim McCullough (Kaw); 3. Joseph Grieff (KTM); 4. Ken Saubier (KTM); 5. Phil Levin (KTM).
4-STRK A: 1. Mark Hummel (Hon); 2. Vernon Wood (Kaw); 3. Rob Kirkpatrick (Hon); 4. Darrin Russell (Hon); 5. Lewis Smith Jr. (Hon).
4-STRK B: 1. Robert Barr (KTM); 2. Frank Lillo (Hus); 3. David Smiley (Hon); 4. Scott Tellone (Hon); 5. Chris Crull (Hon).
4-STRK C: 1. Dennis Lynch (Kaw); 2. Charles Sullivan (Hon); 3. Brad Pace; 4. Nathaniel McGuire (Suz); 5. Clifford Davis (Hon).
VET A: 1. Ken Law (Hon); 2. John Walter (Suz); 3. Mark Uth (KTM); 4. James Gunselman (Yam); 5. Mike Beeler (Yam).
VET B: 1. Michael Dolecek (Kaw); 2. Dan Garrison (Kaw); 3. Wade Johnston (Suz); 4. Timothy Kohl (Suz); 5. Dan Polak (Kaw).
VET C: 1. Lew Charlesworth (Yam); 2. Donald Mercilliot (Suz); 3. Robert Barker (Hon); 4. William Horseman (KTM); 5. Jim Corsello (Suz).
SR A: 1. Kevin Kuenzner (Hon); 2. Jerry Lynn (Yam); 3. Tom Marsh (KTM); 4. David Barlow (Yam); 5. Burnett Wilson (Yam).
SR B: 1. Gerald Stake (Kaw); 2. Richard Mathias (KTM); 3. Joe Epperson (KTM); 4. Mark Garrity (Kaw); 5. Norman Frankle (KTM).
S/SR A: 1. Scott Wolfersberger (Yam); 2. Jack Lafferty Sr. (KTM); 3. Ralph Wickersham (Kaw); 4. George Clickner (Hus); 5. Richard Tompkins (TM).
S/SR B: 1. George Franciotti (KTM); 2. Craig Morris (Hon); 3. Bob Hammond (Hon); 4. Larry MacIntyre (Yam); 5. Fred Najork (KTM).
WMN: 1. Kathi Campbell (Kaw); 2. Jennifer Eyrich (Yam); 3. Brenda Rutledge (Hon); 4. Marla Lombardo (Hon); 5. Angie Barr (Yam).
D-S: 1. Peter Wright (Kaw); 2. Dave Christian (Hon); 3. Theodore Smith (Hon); 4. Dan Pirrallo (Suz); 5. Brian Fugate (Suz).
TR: 1. Chris Nolan (Hon); 2. Ken Humphreys (KTM); 3. Dana Russell (Hus); 4. Mark Larsen (Suz).
MSTR: 1. Dan Van Driel (TM); 2. Joseph Galie (Yam); 3. Bill Geier; 4. Mike Little (Kaw).

Norton nabs three in a row

By Cheri Alix

UXBRIDGE, MA, AUG. 31

Answer's Tom Norton and his KTM 200 are on a tear: Norton took his third straight NETRA win in as many rounds at the Hoot Owl Hare Scrambles.

It was the second running of the Hoot Owl, but you'd never guess it was the same course. The previous race, which was held in the spring, was nothing but mud and ruts. With the dry summer and a few course changes, it was a completely different scene on the 10-mile course that was dry as a bone, with only one mudhole. Sections that were previously impossible were now dry and rocky. Areas that were previously underwater were now fast, dusty straightaways.

Nine riders lined up on the AA row and the start sent them around a small field section before heading up a hill and over a ledge. They were then funneled through two rock walls before crossing over a dirt road and into the woods. When the flag dropped, it was Team Green's Patrick Timothy grabbing the holeshot. Right behind him in a cloud of dust were Todd Levesque, Josh McLevy, Jason Cayer, Tom Norton and Ken Law. Cayer went down on the first stone wall, turning fourth place over to KTM's Norton. Timothy's lead didn't last half a mile before he also went down, allowing Moose/Scott's Levesque to take over the lead.

By the time the riders completed the first 4-mile section and crossed back over the dirt road and through the starting field, it was an all-out battle between the top five riders. Levesque still had the lead with only a few seconds over Spectro/Link-sponsored McLevy, Norton, Law and Timothy. They weren't far into the second section before the leaders began changing places. McLevy was the first to fall back, pinging off a rock, which allowed Norton and Law to move ahead. With the riders so close together, any little mistake meant a position. Norton discovered this when he blew a corner in a cornfield and Law slid by and into second place.

At the end of the first lap, it was Levesque leading, followed by Law, Norton and McLevy, who were all separated by only 10 seconds. Levesque pulled in for gas, moving Law to the lead, with Norton only three seconds back. Levesque pitted quickly and was able to get back out just ahead of the fourth-place rider, McLevy. Timothy was back another 30 seconds in fifth place.

Law and Norton had pulled a few seconds on the rest of the lead pack when Law got sideways on a hillclimb and ended up coming back down the hill - in Norton's line. The two avoided crashing, but Levesque was allowed enough time to catch and pass both riders, once again taking over the lead. Norton made it out right behind Levesque, followed by McLevy and then Law.

"I got right on Levesque and started pressuring him," Norton said. "At the only mudhole, Levesque went in and almost endoed. I went over the bridge and got by him - just barely."

The two hung together for a few miles; then Norton's bike kicked up a piece of log that went into Levesque's front spokes, taking him down and knocking out a few spokes in the process. By the end of the second lap, Levesque had dropped back to third, 10 seconds behind McLevy in second place. Norton then moved out in front and put 20 seconds on McLevy. Law was holding on to fourth place, but was falling off the pace and starting to get pressure from Timothy.

Timothy caught and passed Law for fourth halfway into the third lap, and put more than a minute on him by the end of the lap. Norton was also moving out front, increasing his lead over McLevy to over 30 seconds. Levesque was still in third place, down only 10 seconds to McLevy.

After just under two hours of racing, it was Norton taking the overall win with a one-minute cushion over second-placed McLevy. Third place went to Timothy after passing Levesque only 100 yards from the scoring barrels.

"I could hear him behind me but I figured we were so close to the end, he'd never be able to pass me," Levesque said after the race. "But I slid out in the final corner and he passed me."

Law rounded out the top five. Taking the Expert-Class win and finishing eighth overall was Open Expert rider Ken Valentine. Hans Neff, 125cc Expert rider, also finished in the top 10, taking ninth for the day, as well as the 125cc Expert class win. Yamaha 125 rider Brian Lawson took second in the 125cc class. In the Amateur division, it was Chris Penzella taking the overall victory.

The Juniors ran two laps on the complete course earlier in the day, and Drew Carpenter once again showed his winning form by taking the class win with 40 seconds over second place. Derek Phelps and Nathan Kanney battled it out right to the finish line, with Phelps taking second place by only three seconds. Boyd Brower came around to finish another 20 seconds back in fourth. CN

Hoot Owl Hare Scrambles
Uxbridge, Massachusetts
Results: August 31, 1997

GRAND CHAMP: Josh McLevy (KTM).
O/A A: Ken Valentine (KTM).
O/A B: Chris Penzella.
O/A C: Jim Walsh (Hon).
AA: 1. Josh McLevy (Hon); 2. Patrick Timothy (Kaw); 3. Todd Levesque (Yam); 4. Ken Law (Yam); 5. Arthur Menzel (Kaw).
125 C: 1. Jason Ruotolo (Hon); 2. David Harris (KTM); 3. Michael Bushey (Suz); 4. Caleb Kanney (Yam); 5. Shaun Pimental (KTM).
200 A: 1. Hans Neff (KTM); 2. Brian Lawson (Yam); 3. Glenn Brigham (Hon).
200 B: 1. Lionel Asselin (Hon); 2. Daniel Nelson (Suz); 3. Albert Joachin (Yam); 4. Brian Wozniak (Kaw); 5. Ryan Dellaghelea (Yam).
200 C: 1. Robert Hart (Kaw); 2. Rick Blei (Kaw); 3. Mathew Thomas (Kaw); 4. Larry Rotta (Kaw); 5. Joel Lombra (Kaw).
250 A: 1. Charles Timothy (Hon); 2. Mike Lewis (Hon); 3. Robert Carlson (Suz); 4. Brian O'Neil (Kaw).
250 B: 1. Scott Robert (Hon); 2. Josh Beebe (Hon); 3. Greg Messier (Yam); 4. John Cardozo (KTM); 4. Luke Dawson (Yam).
250 C: 1. Edward Barter (Hus); 2. Patrick Kuerner (Yam); 3. James Anello Jr. (Hon); 4. Eric Dahl (KTM); 5. Vinny Leonardo (Hon).
VET A: 1. Lee Pelletier (Hon); 2. Mark White (Suz); 3. Ken Held (Yam); 4. Scott Raymond (Kaw).
VET B: 1. Craig Pratt (Suz); 2. Lance Longo (Suz); 3. Dave Dzenutis (Hon).
VET C: 1. Dale Wager (Kaw); 2. Steven Popalsky (Hon); 3. Robert Rowe Sr. (Kaw); 4. Jim Menard (Yam); 5. Michael Calderon (Yam).
OPEN A: 1. Jim Simcock (KTM); 2. Roger Billharz (KTM); 3. Dan Salomone (KTM).
OPEN B: 1. Lorne Garolmik (Hon); 2. Casey Griswold (KTM); 3. Peter Matteau.
OPEN C: 1. Roger Crandall (Hon); 2. Eric Poirot (Hon); 3. Richard Zeleznik (Kaw); 4. Robert Therrien (Hon).
4-STRK A: 1. Jerry Shinners.
4-STRK B: 1. Austin Jalbert (Hon); 2. Nathan Hubbard (Hon).
4-STRK C: 1. Patrick Murphy (Hon); 2. David Oram (Hon); 3. Bryan Cook II (Hon).
SR A: 1. Steve Formanek (Kaw); 2. John Dunn (Kaw).
SR C: 1. Paul Caouette (Kaw); 2. Guy Marcotte (Yam); 3. Mike Jakuhowski (Yam); 4. Charles Kennedy (Suz).
VINT: 1. Donald Christie Jr.
WMN: 1. Heidi Landon (Kaw); 2. Susan LaFlamme (Kaw); 3. Dawn Silvia (Kaw).
MINI: 1. Robert Rowe Jr. (Kaw); 2. Robert Langenback (Yam); 3. Brian Choquette (Hon); 4. William Rowe (Kaw); 5. Scott DeCosta (Kaw).
JR: 1. Drew Carpenter (Suz); 2. Derek Phelps (KTM); 3. Nathan Kanney (Yam); 4. Boyd Brower (Yam); 5. Joe Mullaney (Hon).

(Above left) KTM's Tom Norton overcame a mediocre start and heavy dust to win the second annual Hoot Owl AMA/NETRA Hare Scrambles in Uxbridge, Massachusetts.
(Above) Todd Levesque overcame a late-race endo to finish third overall behind Josh McLevy.

Payne perfect

Billy Payne dominated the Intermediate ranks at the opening round of the CMC Trans-Cal MX Series at Glen Helen Raceway in California, winning the 125 and 250cc classes.

By Tony Alessi

SAN BERNARDINO, CA, SEPT. 7

Billy Payne powered his Team Green/Pro Circuit/Team Thousand Oaks Kawasakis to the overall wins in both the 125 and 250cc Intermediate divisions during the CMC SunStar Sprockets Trans-Cal Motocross Series opener held at Glen Helen Raceway.

Payne joined nearly 500 other racers who were in attendance to be a part of what has become a California tradition. The first Trans-Cal series started 16 years ago at the infamous Saddleback Park and drew some good talent, as Broc Glover and David Bailey battled for the 250cc Pro honors, and rookies Ron Lechien and Troy Blake tried to show Jim Gibson the fast way around the race track in the 125cc Pro division.

"This year American Suzuki has provided us with a new 125 and 250 to give away, along with 12 GT bicycles for the overall class winners," said CMC race coordinator Sandra Peters.

"We even have the Fox chopper here this year, giving helicopter rides above the race track," said Mark Peters. "He will go mellow if you want, but he will go off if you tell him to."

Payne showed his true speed and potential in the first 125cc Intermediate moto by not only winning his division, which happened to be division two, but by almost winning division one - which started a wave before his! The top 10 riders from each division during the first moto would transfer to division one, or the contingency-paying division, for their second moto of competition.

Just how fast is Payne, anyway? Payne answered that question in the opening moto by pulling the holeshot in division two and successfully passing his way to second place in division one, only a few feet behind class-winner Andrew Labrador.

With the stage set, the all-important second moto looked to be shaping up as a battle between 19 of the best 125cc intermediates and Billy Payne. With the pressure on, Payne did not disappoint: He put the familiar number 95 out front at the start and wasted little time in easily outdistancing the field en route to a hands-down, runaway victory over South African Michel Constantinou, Larry Turner, Labrador and rising star Michael Collier.

Mini champ Chris Gosselaar made the jump from the minicycle ranks to the 125cc class and found the going to be more bumpy than he expected after he found himself being bounced around like a human tennis ball by some of the class regulars. Gosselaar finished 10th overall after posting a 5-11 showing.

Payne found the 250cc class a bit more challenging, with the likes of Constantinou stepping up to the plate. "He says he can beat me," Payne said. "I am just here to ride my own race and to race the track."

Payne and Constantinou did have two all-out battles during both 250cc Intermediate motos, but in the end, Payne's cool demeanor and commitment to performance paid off with both moto wins.

"He tried too hard," Payne said after the second moto. "He is fast, but he made too many mistakes."

Like the big bikes, the mini ranks were stocked full of rising talent, from the Pee Wees to the 80s. KTM Pee Wee racers topped the charts in the 50cc (4-6) and (7-8) classes. Kyle Smith, a 10-month veteran of the Pee Wee ranks, took his first-ever Trans-Cal victory in the 50cc (4-6) class.

"We have been on the fast track the last 10 months," said Mike Smith, Kyle's dad. "We have been to Texas, Vegas, Ponca City and Loretta Lynn's in our first year of racing. Kyle has sure learned a lot."

Smith rode with a maturity well beyond his 10 months of racing and went on to a double-moto victory over Dustin Pipes and Ronnie Goodwin.

Team Action racer Cole Seely and KTM support racer Bryce Terzian faced off in the older (7-9) division, with Terzian coming out the winner by way of a double-moto victory. Seely rode hard in both motos but seemed a bit off. "Cole's been riding his KX60 a lot, and he is rusty on the Pee Wee," said his father, Jeff Seely. Terzian and Seely topped Myles Nall, Billy Ballestero and David Medina for the day's top spots.

Sean Hamblin had his ups and downs in the mini classes. Hamblin had the highs of a two-moto sweep of the 80cc (14-16) division over the FMF-backed Honda of Daniel Blair and Team Yamaha's Jonathan Shimp. Hamblin then felt the lows of a crash-riddled Supermini class, where he posted a disappointing 8-3 for sixth overall, behind Mike Blose, Chris Tocco, Ross Garcia, Shimp and runaway winner Mike Young.

Ross Garcia, Dylan Lord and Mike Blose were head-and-shoulders better than the rest of the field of the 80cc (12-13) riders as they simply stole the show and raced among themselves for top honors. In the end, Garcia shined brighter and took his R&D Racing Yamaha to a pair of moto victories over hard-charging Team Green mini ace Dylan Lord.

Jake Elkins used a pair of runner-up finishes to score the 125cc Novice victory. Vet racer Gary Dellegatte was the first-moto winner after Simi Valley Kawasaki-backed Scott Mumford washed out and fell, while Mid Cities Honda rider Jeff Eide pulled out all the stops for a solid third.

Mumford came back with a vengeance in the second moto and posted a runaway victory despite being hit by rocks thrown from some unknown origin. Elkins once again finished second and successfully sewed up the overall victory with 2-2 finishes over Mumford's 5-1 and Dellegatte's 1-6.

Yamaha had their bases covered in the 125cc Pro ranks, with the Noleen YZ of Jeff Willoh stealing the show in the class. Willoh used a smooth, error-free riding style to pull away for a pair of moto wins over Travis Preston and Honda of Troy's Casey Lytle.

While Willoh had an easy time in the 125cc Pro class, Spud Walters, on his Mark Moore-tuned FMF Suzuki, had to put his nose to the grindstone to earn the 250cc Pro victory. Tony Amaradio won the first moto after passing Lytle early on, and then crashed when he cased a double jump. Amaradio went on for the eventual win, while Walters charged from outside the top five to secure second at the finish.

The second moto saw Walters come back with both barrels loaded and blasted away for the moto and overall victory over Preston and Lytle.

Career Novice racer Jerry Jetton came out on top of the Vet Novice class after two heated battles with Pat Monohan. Jetton, who is competing in his seventh season as a Novice, finished second behind Monohan in the first moto, but returned to take the overall by winning the second moto. Robert Field raced for the first time since breaking his leg and posted a solid third, despite feeling a bit out of shape and somewhat sore from his injury.

Joe Root continued to show his ability to improve after a convincing victory in the Over 40 Amateur class. Root, who was last year's Trans-Cal Over 40 Novice champion, used good starts and consistent riding to earn the class win in the Over 40 Amateur class. Root topped Steve Williams and Skip Cristy to win the class, and gave credit to Jim O'Neal for his support throughout last year. CN

Glen Helen Raceway
San Bernardino, California
Results: September 7, 1997

50 (4-6): 1. Kyle Smith (KTM); 2. Dustin Pipes (KTM); 3. Ronnie Goodwin (Act); 4. Chance Seely (Yam); 5. Andrew Iovino (Lem).

50 (7-9): 1. Bryce Terzian (KTM); 2. Cole Seely (Act); 3. Myles Nall (Act); 4. Billy Ballestero (KTM); 5. David Medina (Act).

60 (0-8): 1. Edward Herring (Kaw); 2. Jeff Alessi (Kaw); 3. Cole Seely (Kaw); 4. Rhett Urseth (Kaw); 5. Kyle Bergantz (Kaw).

60 (9-11): 1. Mike Alessi (Kaw); 2. Paul Pearcy (Kaw); 3. Dennis Jonan (Kaw); 4. Ryan Roybal (Kaw); 5. Aaron Bergantz (Kaw).

80 BEG: 1. Chris McDaniel (Hon); 2. Donnie Gritton (Kaw); 3. Andrew Petric (Kaw); 4. Alvino Garcia (Yam); 5. Steve Burford (Kaw).

80 (7-11): 1. Kyle Partridge (Suz); 2. Ty Morrow (Kaw); 3. Ryan Roybal (Hon); 4. Matt Gomez (Suz); 5. Vincent Rhoads (Yam).

80 (12-13): 1. Ross Garcia (Yam); 2. Dylan Lord (Kaw); 3. Mike Blose (Yam); 4. Kyle Mace (Suz); 5. Sean Collier (Kaw).

80 (14-16): 1. Sean Hamblin (Yam); 2. Daniel Blair (Hon); 3. Jonathan Shimp (Yam); 4. Brian Hulsey (Yam); 5. Nathan Jones (Yam).

S/MINI: 1. Mike Young (Hon); 2. Jonathan Shimp (Yam); 3. Ross Garcia (Yam); 4. Chris Tocco (Hon); 5. Mike Blose (Yam).

125 BEG: 1. Andy Rasmussen (Kaw); 2. Gerard Patin (Yam); 3. Jeff Wright (Kaw); 4. Brian Rush (Suz); 5. Chris Clark (Kaw).

125 NOV: 1. Jake Elkins (Kaw); 2. Scott Mumford (Kaw); 3. Gary Dellegatte (Yam); 4. Greg Climits (Yam); 5. Jeff Eide (Hon).

125 INT: 1. Billy Payne (Kaw); 2. Michel Constantinou (Yam); 3. Andrew Labrador (Yam); 4. Lanny Turner (Kaw); 5. Michael Collier (Kaw).

125 PRO: 1. Jeff Willoh (Yam); 2. Casey Lytle (Hon); 3. Donovan Mitchell (Yam); 4. Dustin Evans (Suz); 5. Brian Roth (Suz).

250 BEG: 1. Joan Webb (Yam); 2. Adam Knowles (Kaw); 3. Rich Bartlett (Suz); 4. Mike Worrall (Suz); 5. Anthony Demelo (Hon).

250 NOV: 1. Shane McElwaney (Yam); 2. Dominic Gaytan (Suz); 3. Matt Polosky (Yam); 4. Jason Dmanson (Kaw); 5. Bill Johnson (Suz).

250 INT: 1. Billy Payne (Kaw); 2. Michel Constantinou (Yam); 3. Jason Padilla (Kaw); 4. Ron Gilbert (Kaw); 5. Chris Honnold (Kaw).

250 PRO: 1. Spud Walters (Suz); 2. Travis Preston (Suz); 3. Casey Lytle (Hon); 4. Billy Mercier (Kaw); 5. Dustin Evans (Suz).

25+ AM: 1. John Edwards (Suz); 2. Eddie Guarjardo (Suz); 3. Steve Piattoni (Suz); 4. Jerry Jetton (Suz); 5. Chris Radzinski (Kaw).

25+ MSTR: 1. Ron Gilbert (Kaw); 2. Lance Johnson (Suz); 3. Zon Zahrt (Kaw); 4. Tom Hayes (Kaw); 5. Craig Mortz (Kaw).

25+ PRO: 1. Brian Manley (Kaw); 2. Billy Mercier (Kaw); 3. Robby Mueller (Hon); 4. S. Abbott (KTM); 5. Marc Peters (Hon).

30+ INT: 1. Lance Johnson (Suz); 2. Kenny Zahrt (Yam); 3. Steve Piattoni (Suz); 4. Eddie Guarjardo (Suz); 5. Jeff Harriott (Kaw).

30+ MSTR: 1. Jon Zahrt (Kaw); 2. John Whittier (Hon); 3. Merle Hammer (Kaw); 4. Martin Klossner (Yam); 5. Puff (Suz).

30+ PRO: 1. Terry Fowler (Hon); 2. Brian Manley (Kaw); 3. Mike Beier (Yam); 4. Ross Turner (Yam); 5. Willy Musgrave (Hon).

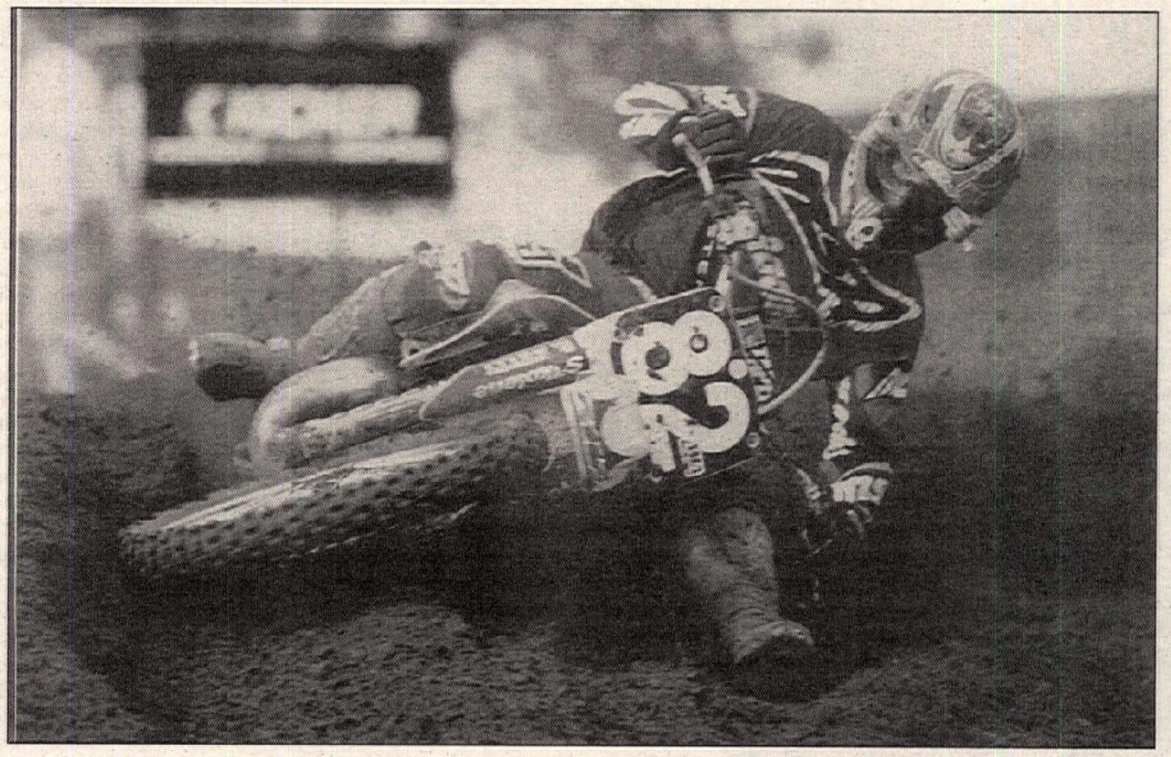
VET BEG: 1. David Dubois (Hon); 2. Morgan Pierce (Yam); 3. John Estrada (Yam); 4. Jerry Snell (Hon); 5. Karl Scanlon (Hon).

VET JR: 1. Jerry Jetton (Suz); 2. Pat Monohan (Yam); 3. Robert Field (Suz); 4. Bill Johnson (Suz); 5. Greg Covert (Hon).

40+ AM: 1. Joe Root (Kaw); 2. Steve Williams (Hon); 3. Skip Cristy (Hon); 4. Roger Dallon (Kaw); 5. Walter Miles (Hon).

O/T MSTR: 1. Kenny Zahrt (Yam); 2. Ron Ruff (Suz); 3. Jef Harriott (Kaw); 4. Bob Shimp (Yam); 5. Greg Briles (Hon).

500 AM: 1. Donn Pastell (Kaw); 2. David Hester (Hon); 3. Judd Scanlon (Hon).



(Above left) Charlie Bogard raced with determination to win the 125 and 250cc Pro classes at the Suzuki RM Cup, held at the Cooperland Raceway in Stillwater, Oklahoma.
(Above) Arizonan Nick Beaver won the 250cc Novice class.
(Below) The 1997 RM Cup Champions: (Front row, left to right) Suzuki's Pat Alexander; Matt Barnes, 80cc (7-11); Gene Stull, 80cc (12-13); Dusty Fountain, 80cc (14-15); Mark Morris, Vet Master; and promoter Guy Cooper. (Back row, left to right) Travis Pastrana, 125cc B; Tim Eggers, Vet Amateur; Charley Bogard, 125cc A and 250cc A; Travis Gage, 250cc B; Nick Beaver, 250cc C; and Nathan Tiearney, 125cc Novice.

Bogard cashes in

By Kat Spann
By Jeff Cox and Spann

STILLWATER, OK, SEPT. 6-7

Charley Bogard stayed ahead of a gate of 39 250cc Pros all the way to the winner's circle at the third annual Suzuki RM Cup, held at Guy Cooper's Cooperland MX facility. Bogard then repeated his efforts in the 125cc Pro event, which had to be scaled down by two division races and consolations.

Almost 400 entrants, including riders from 33 states and Canada, made up the format for the two-day event, with practice and qualifying heats on Saturday and then the consolations and main events on Sunday.

In the 250cc race, Bogard gated fourth but powered his American Suzuki/FMF/MSR-RM into the lead while exiting the off-camber first turn. From there, he held his ground all the way to the checkered flag.

"I really felt good about my RM250," Bogard said. "I haven't had much opportunity to race it this year. Once I took the lead, I kept focused."

Tony Lorusso gated third and chased Josh Demuth for half the race before passing for the number-two spot.

"I caught Josh (Demuth) over a step-up jump coming out of the back," said Lorusso at the finish. "I actually over-jumped the step-up and outlanded him for the pass."

"I was really happy to see Charley Bogard out front and putting on a good show," said the event's host, Guy Cooper.

The 125cc Pro event had both Bogard and Brian Deegan race up the hill to the first turn, with Deegan emerging out of the corner first. Immediately, both riders charged the course, showing no mercy to the jumps and turns as they roosted the competition. It was during lap three that Bogard twisted it up and passed Deegan for the lead, which he held to the finish.

In the meantime, Lorusso raced up on Deegan to challenge for second, while a battle ensued between Demuth and Rick Ryan. By the end of lap four, Bogard already had a four-second lead on the pack. Ryan passed Demuth on the downhill straightaway, while Lorusso closed in on Deegan.

It came down to a bar-to-bar contest for second when Deegan and Lorusso headed into the first creek crossing. Deegan pulled on Lorusso just a fraction at the exit, but Lorusso did not give an inch, staying on Deegan's rear tire. On the sixth lap, Lorusso raced high on the off-camber finish-line turn with Deegan at his side. Lorusso edged in front of Deegan to take over the number-two spot.

"Deegan was really going fast the first two laps," Bogard said at the finish. "The track was really good, and I had a lot of fun with it, and it seemed to really fit my style."

"Charley rode really good this weekend," said Deegan. "It ended up being a good battle. Basically, I was just holding it on and seeing where I was landing to make up any time I could to stay in front of him."

The best Vet-class racing was produced by the 31-rider-strong Vet Amateur event. Georgia's Greg Roberts took the holeshot and led into lap two before local rider Greg Brown passed him for the lead. Roberts stayed close to Brown, but hard-charging Vance Earl and Tim Eggers were coming up quickly from behind. Eggers used the next lap to pass both Earl and Roberts, and then he set his sights on Brown. Brown held off Eggers into the next lap, as Eggers was reeling in the leader in a consistent manner. Eggers attached himself to Brown's rear fender as their battle headed into the fifth lap. Eggers passed Brown for the lead and Brown could not keep up. Instead, Earl took advantage of the tiring Brown and passed him on the final lap for second. Brown still finished on the podium in third.

"After I gated about seventh, I just went for it," Earl said.

"I gated about eighth and really didn't expect the lines to open up for me like that," a winded Eggers said from the winner's circle.

Dusty Fountain raced at the head of the class in the 80cc (14-15) class, establishing a five-second lead by the midway point.

"I got a good start and kept my head on straight," Fountain said.

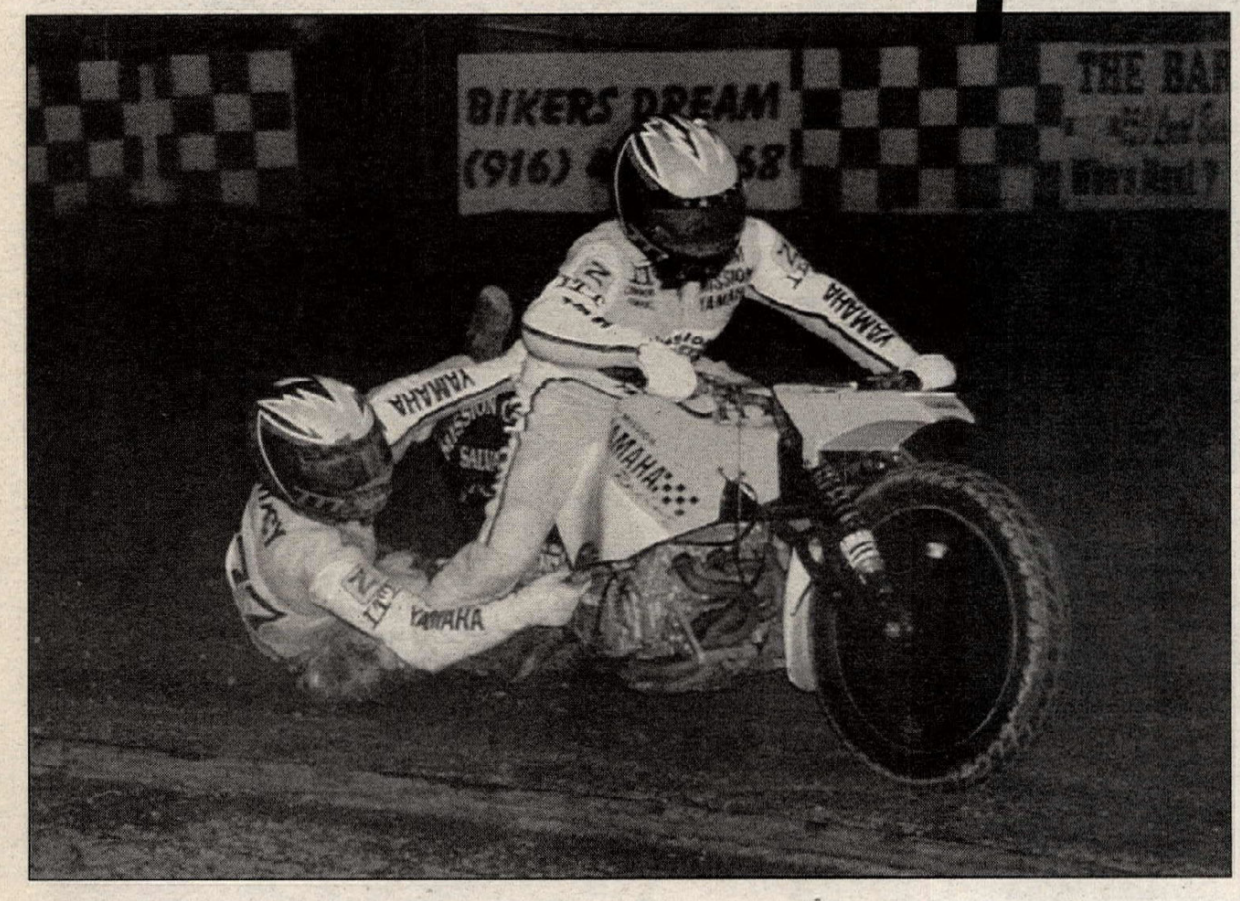
Greg Hochmuth gated second and held his position until the last lap, when Casey Barnes made one of his repeated pass attempts stick and snagged second overall. Hochmuth took a disappointed third.

Travis Pastrana made his win in the 125cc B event look easy. Jason McDonald raced in second to beat third-place finisher Nick Metcalf, while Californians Oscar Valdez and Jerrad Frisher rounded out the top five. CN

Cooperland Raceway
Stillwater, Oklahoma
Results: September 6-7,1997

80 (7-11): 1. Matt Barnes; 2. Chris Whitcraft; 3. Ryan Mills; 4. B.J. Huntsinger; 5. Brad Ripple.
80 (12-13): 1. Gene Stull; 2. Derrick Fisher; 3. David Whitcraft; 4. Kyle Motske; 5. Brad Modjewski.
80 (14-15): 1. Dusty Fountain; 2. Casey Barnes; 3. Greg Hochmuth; 4. Rob Rollins; 5. Nick Warner.
125 NOV: 1. Nathan Tiearney; 2. Mike Mason; 3. Michael Stevenson; 4. Nathan Craig; 5. Casey Barnes.
125 INT: 1. Travis Pastrana; 2. Jason McDonald; 3. Nick Metcalf; 4. Oscar Valdez; 5. Jerrad Frisher.
125 EX/PRO: 1. Charley Bogard; 2. Tony Lorusso; 3. Brian Deegan; 4. Chris Wheeler; 5. Josh Demuth.
250 NOV: 1. Nick Beaver; 2. Mike Mason; 3. Anthony Orr; 4. John Adam; 5. Jeff Hanzo.
250 INT: 1. Travis Gage; 2. Jesse Bath; 3. Richard Watson Jr.; 4. Dan Berg; 5. Jason McDonald.
250 EX/PRO: 1. Charley Bogard; 2. Tony Lorusso; 3. Ron Tichenor; 4. Josh Demuth; 5. Cliff Palmer.
VET AM: 1. Tim Eggers; 2. Vance Earl; 3. Greg Brown; 4. Greg Roberts; 5. Tom Bell.
VET MSTR: 1. Mark Morris; 2. Barry Carston; 3. Rick Ryan; 4. Tommy Martin; 5. Michael Keating.

Mission Accomplished



Mission Yamaha riders Peter Lewis and Jamie Macy powered to a perfect 15-point score on their way to winning the U.S. National Speedway Sidecar Championship at Fast Fridays Speedway on the Gold Country Fairgrounds in Auburn, California.

By M. Sober
Photo by Gen Moore

AUBURN, CA, SEPT. 5

Veteran Kiwi Sidehack rider Peter Lewis teamed up with American Jamie Macy to win the 1997 U.S. National Speedway Sidecar Championship for their Mission Yamaha sponsor at the Fast Fridays speedway oval on the Gold Country Fairgrounds in Auburn.

The New Zealand team of Duane Carmont and Richard Taling was strong throughout the event, but fell two points off the perfect pace set by Lewis and Macy and had to settle for second place. Kiwis dominated the podium spots, as third place went to the team of Chubby Morrow and Slip Chapman, who finished just a single point shy of second place, despite operating on a borrowed bike in their last heat.

Although the sidecars circle the track in the opposite direction of their speedway-bike counterparts, the sidecar championship points system works the same: four rigs per heat, with three points to the winner, two for second place, one for third and zero for last.

Lewis and Macy opened the first round with a perfect gate, leaving the 911 team of Struan Glass and Deion Stokes to battle with Clyde Dennen and Scott Cole for second place. Dennen and Cole moved clear in the second lap and took the two points for second place. In the second heat, Dirk Gardner and Doug Lynch got out of the starting lanes first but got moved back to second place when the Kiwi team of Morrow and Chapman moved them off the inside line in lap number two. T-shirt barons Carmont and Taling owned the final heat of the opening round when they went wire to wire on their Fitzgerald Pub/Technic Leathers/Cycle Rider/Bikers Dream Honda. Bob Brayton and Parke Weaver followed in second, while third place went to Allen Hall and Dirk Votaw.

Glass and Stokes jumped out to the early lead in the first heat of round two, only to have Brayton and Weaver take the front-running spot away from them down on the inside line as the pair of teams exited turn two in the opening lap. The Jeff Carr/Mike Moreno team scored its only points of the meeting when it took starter Mark Joiner's checkered flag for third place.

"I knew whoever wins the second heat of round two would win the night," said Richard Taling, and he was right: Lewis and Macy won the battle over Taling and his driver, Duane Carmont, to maintain their perfect score. The American team of Dirk Gardner and Doug Lynch were first away at the start, but were displaced from the lead by Lewis and Macy before one revolution was complete. Carmont and Taling got a poor start but quickly made up for lost time, following Lewis and Macy inside Gardner and Lynch and then attacking the triple seven of Lewis and Macy to assume the lead at the end of lap two. Lewis and Macy would have none of it and they bullied their way forward again, retaking the lead at the three-lap mark. Meanwhile, Gardner and Lynch had won the battle for third over Morrow and Lynola, and were still within striking distance of the leaders when the laws of physics intervened - they couldn't contain their momentum in the final turn and ended up spinning in turn three with no points.

Hall and Votaw rode the Sammy Tanner-Arai/Mesa Muffler/Technic Leathers/3 Brothers Kawasaki to the win to close out the second round, winning despite trading the lead with Dennen and Cole on two occasions. Czech driver Josef Petraglovic teamed with former speedway rider Brian Seip to take third place. After two rounds, Lewis and Macy led the way with six points, the Brayton/Weaver and Carmont/Taling teams were each one point back with five, and the Hall/Votaw, Morrow/Chapman and Dennen/Cole teams were at four points apiece.

Morrow and Chapman got back to winning in the third-round opener when they took the lead from the beginning, holding off a serious challenge from Gardner and Lynch that saw one of the closest finishes of the night. Hall and Votaw were third, and fourth went to Glass and Stokes, who garnered their first goose egg of the meeting. Lewis and Macy took their third win of the night in the next heat, as Dennen and Cole maintained a close vigil but could find no way around the dialed-in triple seven and settled for second place. The closing ride of round three featured Brayton and Weaver in battle with Carmont and Tailing - both teams sat on five points coming into the round and didn't want to fall any further back of Lewis and Macy at this point in the night. Brayton and Weaver got the holeshot, but Carmont and Taling got another poor start and had to contend with spoilers Petraglovic and Seip, who got off the blocks in a hurry and were running in second behind Brayton and Weaver. By the end of the second lap, Carmont and Taling had bumped their way around Petraglovic and Seip, and were sitting on the rear bumper of Brayton and Weaver. As the two teams made their way toward the checkered flag, Carmont drove his rig deep into the final turn and took the good inside line away from Brayton and Weaver - as well as the three points and the win. Lewis and Macy's lead stood at nine points, one ahead of Carmont and Taling and two ahead of the Brayton/Weaver and Morrow/Chapman teams.

Dennen and Cole were in first place when the first heat of the fourth round ran through the first set of turns, but Marrow and Chapman had the better low line and pushed through to the front to stay by the close of lap two. Dennen and Cole had their fourth straight second-place finish. Glass/Stokes battled handling problems and strolled across the line in third place. The team of Brayton and Weaver missed the start with mechanical ills and saw their championship total drop five points off the pace. Lewis and Macy continued to forge ahead with their perfect score, taking a win on their Mission Yamaha/Cycle Rider/Continental Radiator Yamaha over Hall and Votaw and the Petraglovic/Seip team. Gardner and Lynch got their first win of the meeting in the next heat, taking valuable points from Carmont and Taling in the process. Gardner and Lynch assumed the initial lead, only to have the Carmont/Taling team take the lead back on lap two. Gardner and Lynch then pulled out all their tricks, staying within a few feet of the front-runners and then pulling out a daring last-lap pass that netted them the one-bike-length win. With one round still to go, Lewis and Macy had increased their slim points lead to two over the Carmont/Taling and Morrow/Chapman teams, 12-10.

For the fourth straight time, the Kiwi team of Carmont and Taling got outgated at the start, only to come back this time to claim the win ahead of Petraglovic and Seip and original race leaders Glass and Stokes. Carmont and Taling finished their night's work with 13 points and had to sit back and hope that someone could knock off Lewis and Macy in their final heat.

But Lewis and Macy put all the upset speculation to rest in the next heat, taking the start and the three-point win against the Gardner/Lynch and Hall/Votaw teams. Glenn McClellan and Chris Jones broke into the winner's column in the final heat, and in the process they relegated Morrow and Chapman to the runner-up spot, which pushed them to 12 points for the event. Morrow and Chapman finished in the third spot overall, despite having to ride the Gardner/Lynch rig after their own ride came up with a flat tire.

With their perfect score, the team of Peter Lewis and Jamie Macy were crowned as the 1997 U.S. National Speedway Sidecar Champions, an honor that Peter Lewis also shared with Craig Dempster when they rode together in the 1989 season.

"Two years ago, we hit the wall in our first ride and it messed us up all night," the pleased Peter Lewis said after the race as he sipped his victory champagne. "I watched the video of that race before we came up here and, after I saw the shape of the track during the introductions, I knew what gear to run, and it sure worked out good for us." CN

Gold Country Fairgrounds
Auburn, California
Results, September 5, 1997

O/A: 1. Peter Lewis/Jamie Macy (Yam) 15; 2. Duane Carmont/Richard Taling (Hon) 13; 3. Chubby Marrow/Slip Chapman (Kaw) 12; 4. Dirk Gardner/Doug Lynch (Kaw) 9; 5. (TIE) Allen Hall/Dirk Votaw (Kaw), Clyde Dennen/Scott Cole (Yam) 8; 7. Bob Brayton/Parke Weaver (Hon) 7; 8. (TIE) Josef Petraglovic/Brian Seip (Kaw), Struan Glass/Deion Stokes (Kaw) 5; 10. Glenn McClellan/Chris Jones (Kaw) 4; 11. Jeff Carr/Mike Moreno (Kaw).

Costa Mesa Speedway

Faria and Venegas on fire

By Elaine Jones
Photos by Mike Basso

(Right) Charlie Venegas (front) came back down to Costa Mesa Speedway in Southern California and won the Scratch main after winning the California state championship the night before in Auburn. (Below) Mike Faria (middle) won the Handicap main at Costa Mesa Speedway.

COSTA MESA, CA, SEPT. 6

It was a full plate of racing at Costa Mesa Speedway Saturday night as Charlie Venegas won the Scratch main and Mike Faria won the Handicap main. There was a very special appearance by the "Legends of Speedway," the riders from the past who helped shape the face of speedway in the United States. There was also a solemn moment in deference to the British riders. The Union Jack flew alongside the American flag, and both were at half-staff in tribute to Princess Diana. A moment of silence and a beautiful rendition of the National Anthem sung by Heather Newby got the racing under way.

The lineup for the Handicap main had Johnny Walker and Kon Baur on the 10-yard line; Ackroyd had the 30 all to himself, and Venegas and Andy Northrup were on the 40. Veterans Bobby Schwartz, Gary Hicks and Faria had the 50 and the longest way to go. At the first attempt at a start, Northrup and Walker tangled in turn one with two laps in the book. Since they could not assign blame, all were allowed to restart - but the start was a staggered one. On the second try, it was Baur again out in front, with Ackroyd second and Venegas a very dangerous third. Faria was working the dirt outside the groove and taking the long way around. It worked - and, in a photo finish at the checkered flag, Faria won the main by an eyelash. Ackroyd was second, with Hicks stealing third, getting under Venegas on the last lap.

The Scratch side of the program had Bart Bast and Faria going one-two in the first heat. Brad Oxley and Schwartz moved into the semi in the second heat, topping Lance King and Rick Pearce. King was doing double duty, as he was also riding on the Legends side of the program. Ed Castro and Steve Furman eliminated themselves in heat three when they both got into the tapes and were disqualified. Reigning National Champ Steve Lucero went wire to wire to transfer up, with Shawn McConnell getting the other spot. The final heat had Hicks and Venegas in total domination, earning spots in the semi.

Venegas cut a great gate in the first of the Scratch semis, and that was all he needed to hold off Bast, who was working the outside of the track for everything it was worth. McConnell was down low, trying to get enough of a drive to get the direct transfer, but it was Bast at the checkered flag, and McConnell would get one more shot in the last-chance qualifier, along with Oxley. In a night of photo finishes, the last semi went down to the wire between Schwartz, who had led from the get-go, and Faria. The nod went to Faria by the closest of margins. Both would have another chance at each other in the Scratch main.

There was one more spot to be filled and this last-chance qualifier could've been a main event anywhere. Oxley drew the pole, with Lucero in two. McConnell had three, with Hicks on the outside in four. McConnell took a gamble and lost as he tried to get an edge and anticipate the gate. He got into the tapes and was out. The second try had Lucero read the gate perfectly, and that was all he needed to get out first and fill the final slot. Lucero was on a mission, as he had lost the state championships the night before in Auburn to Venegas when he had bike problems.

Schwartz drew the pole for the Scratch main, with Bast in two. Faria was in the middle of the track in three and Venegas and Lucero were in four and five. Venegas literally launched himself off the line and the "Master of the Gate," Schwartz, was right behind him. Bast was third and Faria was working the outside. Unfortunately, nothing changed and the win went to Venegas, who had really put together a dynamite weekend, winning on both ends of the state.

Brian Thompson was glad he made the trip down from Bakersfield: He won the Support main, topping Charlie Cooley and Tim Tucker.

Mike McCarthy won the crash-filled Support B main, and the only other two to finish were Don Upton and Peter Curtis.

The Legends brought their own special brand of racing to Costa Mesa. The first match-up had Lance King and Rick Miller on vintage JAPs. They battled back and forth, both having a lot of trouble making these ill-mannered bikes turn. King led for three laps but, unfortunately, the race was four laps, and on the final turn King went too high and Miller got underneath for the win.

Dubb Ferrell and Sonny Nutter were the friendly rivals in the second match, and they were riding newer equipment. Ferrell did have to borrow some leathers, as somewhere down the line his had gotten a little too snug. These two swapped the lead every lap, but it was Ferrell who got the checkered.

Don Odom retired last year at the National with a bitter taste in his mouth. His final night of racing was cut short when he crashed into the first-turn wall. He was matched against Schwartz. It didn't seem fair but, after a shaky start, Odom showed the style that made him one of the best - and he came away with the win.

The final match-up was Pat Holley and Steve Colombo, and in this one it was Holley all the way. CN

Costa Mesa Speedway
Costa Mesa, California
Results: September 6, 1997

SCR: 1. Charlie Venegas (GM); 2. Bobby Schwartz (GM); 3. Bart Bast (GM); 4. Mike Faria (Jaw); 5. Steve Lucero (Gdn).

HDCP: 1. Mike Faria (Jaw); 2. Gary Ackroyd (Wes); 3. Gary Hicks (Wes); 4. Johnny Walker (Wes); 5. Bobby Schwartz (GM).

SUP: 1. Brian Thompson (Jaw); 2. Charlie Cooley (Wes); 3. Tim Tucker (Jaw); 4. Richard Jones (GM); 5. Bobby Campbell (Wes).

SUP B: 1. Mike McCarthy (Jaw); 2. Don Upton (Jaw); 3. Peter Curtis (Wes).

Midwest Youth Motocross Championship

Hurricane Gilmore rips Midwest

By Matt Draper

TRUESDALE, IA, AUG. 24

The second annual Midwest Youth Motocross Championship turned into a hometown romp for local hotshot Cody Gilmore, who won four titles at the Chrome Horse of Spencer-sponsored event. More than 225 entries were tallied from four states for the "kids only" race held at J&K Raceway. Had it not been for a mechanically induced DNF in the 60cc Open class, the PJ1/MSR-backed Gilmore would have taken home a fifth title.

The Midwest Championship, the brainchild of Tator and Melodie Gilmore, was organized as a forum for the best from the Midwest and beyond to showcase their talent and compete for enormous National Championship-caliber trophies.

In addition to Gilmore's aforementioned four wins, there were three double-class winners, as well. Teddy Maier, Justin Brayton and D.J. Kunkel each took home a pair of 6-foot-tall championship trophies.

Gilmore cruised to victory in the 50cc (7-8), 50cc Open and 60cc (0-11) classes, but his most impressive ride came in a moto he did not even win. In the 60cc (6-9) action, Gilmore gated fourth, following Ronnie Morgan, Braden Parks and Nick Nelson. After the first turn, Gilmore blasted through the whoops to move past Nelson and Parks and into second place. Gilmore fell over in the next turn while looking ahead to Morgan, dropping back to 11th. By the end of the next lap, Gilmore had worked his way up to fifth but went down hard while charging through the same set of whoops. After remounting and clearing the cobwebs from the nasty get-off, Gilmore set out on a Ryan Hughes-like charge to the front. With a bent bike, Gilmore passed all the way up to second place and was gaining on the front-running Morgan when the checkered flag came down. The highly-anticipated showdown in moto two between Morgan and Gilmore, unfortunately, never took place, since an injury to Morgan prevented him from starting the second moto.

While Gilmore holeshot the second moto and was never headed, a good battle for second developed between Parks and Nelson. A bobble by Nelson allowed Parks to open the gap to about six seconds but, by the end of the race, the deficit had shrunk to four seconds. A slow-starting John Heinlein pushed his way into fourth after a mistake-free ride, but ran out of laps while running down Parks and Nelson. Gilmore took the overall with a 2-1 score. Parks, Nelson, Kyle Sandage and Heinlein rounded out the top five.

In 50cc (4-6) action, Team Cobra's Jake Erickson and NCY/KTM-backed Ricky Draper reaffirmed that they are the ones to beat in the Midwest. Erickson grabbed the holeshot in the first moto, with Draper and Kyle Ohland in tow. Draper rode Erickson's rear fender for a lap and the pair opened up a three-second lead over Ohland. Entering the whoops, Draper moved left in an effort to get around Erickson, but crashed while changing lines and did not remount until Ohland had zoomed by. Erickson was now long gone, and Draper would have to hurry to catch the speedy Ohland for second place. Draper

charged hard and, upon catching Ohland, began searching for a place to pass. With one lap to go, Ohland fell over and handed second to Draper. Ohland would recover to finish third, just ahead of Tuf Racing's Dalton Klimek.

The title was on the line in moto two, and Erickson and Draper both needed the victory for the overall. Draper pulled a slight lead down the start straight and appeared to have the holeshot but chose the inside of turn one. Erickson railed the outside and entered the whoops in the lead, half a bike length ahead of Draper. The friendly rivals, who frequently compete head to head at Amateur nationals, checked out early. The pace was much faster than in moto one, and Erickson and Draper built up a seven-second lead over the pack after just two laps. Draper matched Erickson jump for jump and turn for turn but could make no serious pass attempt. Erickson rode flawlessly and, after Draper bobbled, finished first with two seconds to spare to take the championship. Draper's 2-2 gave him second overall, while Ohland's consistency paid off as his 3-3 secured third place honors. Klimek cruised in for another fourth-place showing and Brayton Ringsdorf's 5-5 rounded out the top five. CN

Midwest Youth Motocross Championship
Truesdale, Iowa
Results: August 24, 1997

50 (4-6): 1. Jake Erickson (Cob); 2. Ricky Draper (KTM); 3. Kyle Ohland (KTM); 4. Dalton Klimek (KTM); 5. Brayton Ringsdorf (KTM).

50 (7-8): 1. Cody Gilmore (Cob); 2. John Heinlein (Cob); 3. Jake Erickson (Cob); 4. Dillon Rice (Lem); 5. Jonathan Hewitt (Cob).

50 OPEN: 1. Cody Gilmore (Cob); 2. John Heinlein (Cob); 3. Dillon Rice (Lem); 4. Jake Erickson (Cob); 5. Jonathan Hewitt (Cob).

60 (6-9): 1. Cody Gilmore (Kaw); 2. Braden Parks (Kaw); 3. Nick Nelson (Kaw); 4. Kyle Sandage (Kaw); 5. John Heinlein (Kaw).

60 (10-11): 1. Cody Gilmore (Kaw); 2. Colton McLain (Kaw); 3. Braden Parks (Kaw); 4. Jake Erickson (Kaw); 5. Coty Mosqueda (Kaw).

60 OPEN: 1. Nathan Sandage (Kaw); 2. John Heinlein (Kaw); 3. Colton McLain (Kaw); 4. Nick Nelson (Kaw); 5. Coty Mosqueda (Kaw).

80 (7-11): 1. Teddy Maier (Hon); 2. Chris Riesenberg (Hon); 3. Jesse Schlager (Kaw); 4. Darrin Ness (Hon); 5. Tyler Neese (Kaw).

80 (12-13): 1. Teddy Maier (Hon); 2. Justin Brayton (Hon); 3. Chris Riesenberg (Hon); 4. Chad Hagedorn (Hon); 5. Jason Erickson (Yam).

80 (14-16): 1. Justin Brayton (Hon); 2. Jeremy Riesenberg (Hon); 3. Brett Ohland (Hon); 4. Chad Hagedorn (Hon); 5. Jon Harvey (Hon).

80 OPEN: 1. Justin Brayton (Hon); 2. Teddy Maier (Hon); 3. Chris Riesenberg (Hon); 4. Chad Hagedorn (Hon); 5. Brett Ohland (Hon).

125 (12-15): 1. Michael Koch (Yam); 2. Brandon Hagedorn (Hon); 3. Jason Combes (Hon); 4. Jeremy Riesenberg (Hon); 5. Matt Ellefson (Yam).

125 (16-18): 1. D.J. Kunkel (Suz); 2. Jay Goosman (Suz); 3. Michael Koch (Yam); 4. Marty McDonald (Hon); 5. Nathan Fransen (Yam).

125 OPEN: 1. D.J. Kunkel (Suz); 2. Jay Goosman (Suz); 3. Michael Koch (Yam); 4. Marty McDonald (Hon); 5. Waylon Pager (Hon).

AMA National Hot Shoe Series: Round 10

Roeder II tough

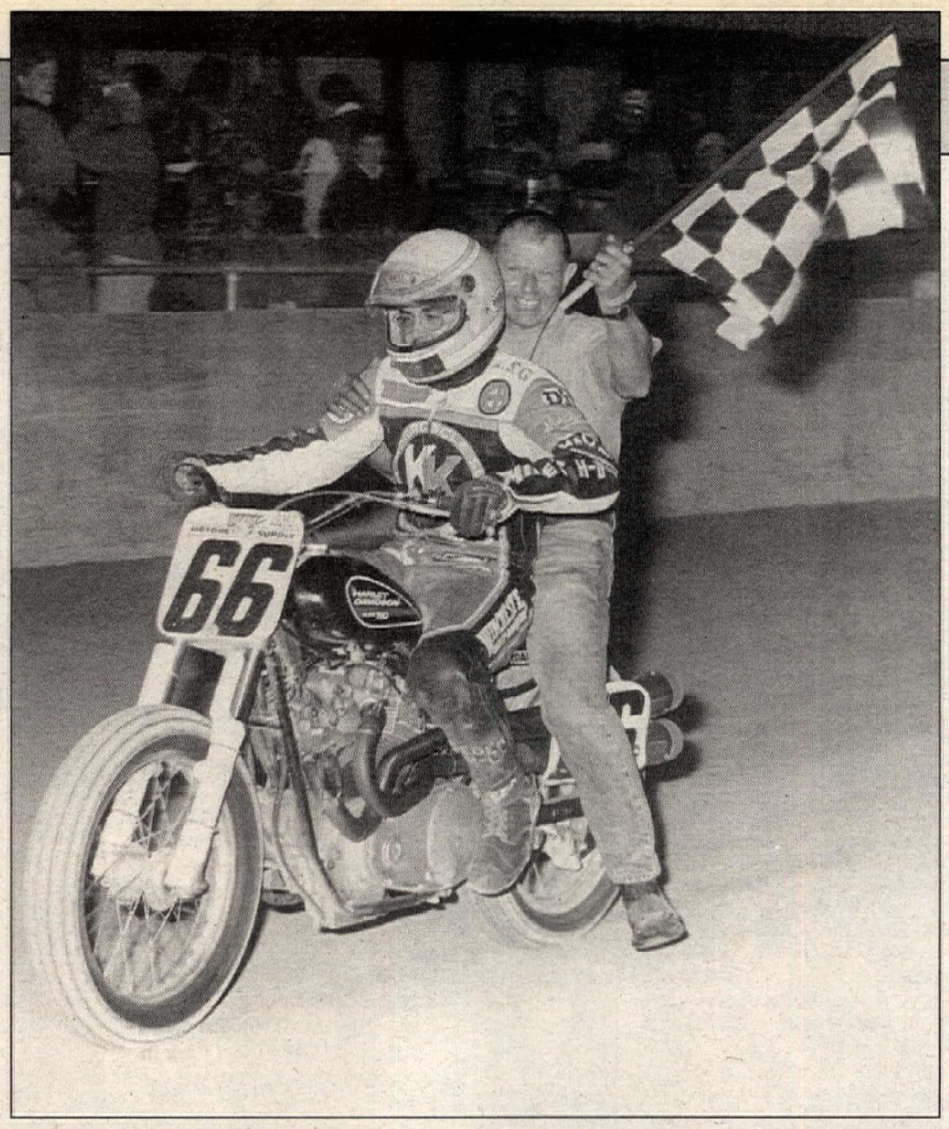
By Bert and Tyler Shepard

GREENVILLE, OH, AUG. 22

"I was just getting even with Beattie for beating us up at Indy a month ago," George Roeder II said after he derailed Steve Beattie's attempt to wrestle the first-ever 750cc Hot Shoe Championship from him (90-78).

The Canadian racer would have to wait.

"I just can't beat Geo here at Greenville. I came up a little bit short," Beattie said.



(Above) Family style: Former National number 94 Geo Roeder takes a victory lap with his son, Geo Roeder II, after Roeder II sewed up the inaugural AMA National Hot Shoe Series championship in the 750cc Expert class with a win at Greenville, Ohio.

Beattie was not the only one who could not beat Roeder at the Treaty City/Darke County Fair Board event. The "Monroeville Rocket " has dominated the pea-gravel facility for the past five years.

The 600cc Expert event was owned by the ever-quiet and unassuming Ryan Brown.

"It wasn't as easy as it looked - it's kinda slick, and I haven't ridden since Indy," Brown said. Fellow Michigander Jason Sentell followed Brown, with Californian Lonny Pauley in tow. Series points leader Ken Coolbeth finished fourth to pad his point total (125-95) over Pauley, with the two TT events in Washington remaining.

The Pro-Am events belonged to the latest star from the Hayden stable Nicky Hayden. The 16-year-old kept the family tradition of winning alive. However, although the battles belonged to Hayden, the 250cc war belonged to Mike McKee, whose year-long battle with Jeff Landrum came to an end at Greenville. McKee and Roeder would receive the first-ever Hot Shoe number-one plates to be worn in '98. The event at Greenville was part of the week-long Darke County Fair.

With practice and scratch heats put to rest, the program began on schedule. McKee and Hayden dominated their 250cc Pro-Am qualifiers. The pair of racers would also win their 600cc heats, McKee with a time of 3:48.876 and Hayden with a 3:49.237. Series points leader Tim Eades also earned a win with a time of 3:51.949, the slowest of the qualifiers.

Pauley would win the fastest (3:46.865) of the three 600cc Expert qualifiers.

"This surface is new to me," Pauley said. "California has hard-packed tracks."

Brown and John Nickens earned front-row starts with their heat wins.

As expected, Roeder won the first of the 750cc qualifiers, while Dave Rayburn and Canadian Jim McIlvena debated the place position, with Rayburn emerging the victor. Bob Reis, Nick Daniels and Jerry Vanderkooi also earned their tickets to the main.

The second 750cc qualifier was supposed to belong to Beattie, but someone forgot to tell rookie Expert Bryan Bigelow. The Michigan racer read the light and disappeared from the field. Beattie's efforts to run down Bigelow were hampered by a persistent Danny Koelsch, who is getting back into form after his '96 Eldora crash. Koelsch ran well before falling prey to Beattie and Josh Butler. The last two spots in the main would go to Kevin Sievers and Steve Gill.

The 250cc Pro-Am final was brought to the line, with Hayden and McKee getting the first two starting spots. Hayden took the outside pole, with McKee at the inside. Hayden was too much for the field and disappeared on the Second Chance Auto Sales/Hart Racing/ TCR Rotax. Scott Clevenger held down third behind McKee. Phil Palmer was fourth, in front of Jeff Landrum and Jeremy Thompson. One of the best rides of the evening might have gone unnoticed, as Hayden and McKee outdistanced the field, but Phil Palmer moved through the field on an air-cooled, CR-engined mount. McKee's second-place finish consolidated his hold on the Hot Shoe series plate. Palmer wound up third after getting by Clevenger. The third place was noteworthy not so much because of the aged mount as because of the Indiana racer's battle with brain cancer. Palmer's sporadic appearances at racing events in '97 are due to medical treatments that have the cancer in remission.

The Pro-Am racers took a break while the Experts performed in their 600cc main. Pauley started the selection process from the outside pole. Brown read the light and was the only one with a clean face shield after one lap of the main. Brown would dominate the event on his White Brothers/K&M/AFAM Rotax. Meanwhile, Sentell worked hard from a less-than-desirable start.

"I was pinched off at the start and was eighth or ninth after the first lap," Sentell said.

By the halfway point, Sentell had worked his way past Claude Racine, Nickens, Joe Kopp and Coolbeth. Sentell's drive would carry him past Pauley for a distant second behind Brown.

The Pro-Am racers took to the slick surface for the second time during their 600cc main. Tim McKee had the outside pole, but Chris Huss won the race to the first turn. Hayden's forceful but smooth style would not be denied. With the crossed flags displayed, Hayden had the event in hand. McKee got the better of Huss for the place position. The Greenville event was not good for series leader Tim Eades. The elder Eades gated in the rear of the field and finished seventh. Tim's younger brother, Joe, fared a bit better with a fifth-place run. Hayden's finishes in the Pro-Am events assured him of his Expert status for the remainder of the '97 season.

"I'm really happy to win two classes today," said the soft-spoken Kentucky racer.

The fair's capacity crowd was about to witness why Roeder is the current owner of the Ohio pea-gravel tracks with his Roeder's H-D/Adkins Racing/KK Supply entry. Roeder went to the top of the track right from the start, with Beattie following him. The two quickly distanced themselves from the battle for third. Bigelow and Rayburn battled for the third position before Rayburn brought out the red flag with a get-off in turn two with four laps to go.

Beattie and Bigelow would have another shot at Roeder, but they would fare no better - the veteran Roeder gated perfectly and retook the lead and the win. Beattie and Bigelow earned their places in the winner's circle. For Roeder, it was sweet victory.

"I couldn't do anything wrong," Roeder said. "I wish all of the National guys came here instead of Hagerstown!" CN

Darke County Fairgrounds
Greenville, Ohio
Results: August 22, 1997 (Round 10 of 11)

750 EX: 1. George Roeder II; 2. Steve Beattie; 3. Brian Bigalow; 4. Dan Koelsch; 5. Jerry Vanderkooi; 6. Steve Gill; 7. Nick Daniels; 8. Kevin Sievers; 9. Josh Butler; 10. Dave Rayburn; 11. Bob Reis; 12. James McIlvena.

600 EX: 1. Ryan Brown; 2. Jason Sentell; 3. Lonnie Pauley; 4. Kenny Coolbeth; 5. Joe Kopp; 6. John Nickens; 7. Claude Racine; 8. Garth Bastian; 9. Chris Boone; 10. Gary Stogsdill; 11. Robert Lewis; 12. Bryan Villella.

600 PRO-AM: 1. Nicky Hayden; 2. Mike McKee; 3. Chris Huss; 4. Tom McGrane; 5. Joe Eades; 6. Jeff Berdan; 7. Tim Eades; 8. Dan Kauffman; 9. Ron Kimmel; 10. Kevin Hilbert; 11. Brian Hewson; 12. Jeremy Thompson.

250 PRO-AM: 1. Nicky Hayden; 2. Mike McKee; 3. Phil Palmer; 4. Scott Clevenger; 5. Jeff Landrum; 6. Jeremy Thompson; 7. Nick Hummel; 8. Ray Rees; 9. Justin Velicky; 10. Kevin Hilbert; 11. Rod Hartzel; 12. Pat Towler.

Pearsons conquer Ely Hare Scrambles

By J.C. Martinez

ELY, NV, AUG. 10

Brothers Nick and Russell Pearson won the Open and 250cc classes, respectively, at the fourth annual Steve Rowley 100 Memorial Hare Scrambles, hosted by the Coyotes MC. The town of Ely, known for its rugged terrain, weather and riders, featured all these elements -with a little help from Mother Nature - for one of the best races of the year for the Motorcycle Racing Association of Nevada.

On a course moistened by rain the day and evening prior to the event, nearly 100 racers gathered like lions to a zebra, ready to dig in and hang on. The Coyotes marked out a course that took riders through cedar trees and up and down rocky mountainsides, as well as a few jeep trails.

Defending Open-class champion Nick Pearson took the overall win in the Experts ranks on

his KTM, just ahead of Russell, who is defending his number-one 250cc plate with second overall and first 250.

"Russ actually pulled the holeshot," Nick Pearson said. "I chased him through the trees until the course opened up. Luckily, the course was so perfect that I was able to hang close without getting dusted or roosted with mud."

"After Nick got around me, we rode as fast as we wanted to," Russell said. "The traction was so awesome that you could take any part of the course at whatever speed you felt comfortable with."

The only price paid by the Pearsons were the torn sleeves on their jerseys. Both appeared as if they had lost a fight with a chain saw - sleeves gone, arms scratched and cut, and enough tree particles on their handguards to start a small campfire.

Their KTM-mounted cousin David Pearson took the overall and 250cc win in the Amateur class, followed by Ben Williams on his KX250.

Visiting from Utah's USRA, Paul and Steve Pitts fired up their ATKs and won their respective Expert classes. Paul won the Four-Stroke class and came in third overall, while Steve won the Over 40 class and snared eighth overall. Honda-mounted Kellon Walch notched another 80cc overall victory after stealing the lead from KX rider Carl Maassberg on their second lap on the mini course.

The little 50cc scooters had their war, as well. Pierce Wirthlin and Ian Robledo swapped victories on their KTMs, with Wirthlin winning the second moto and Robledo winning the first.

Results

50 NOV: 1. Pierce Wirthlin (KTM); 2. Ian Robledo (KTM); 3. Clinton Bradley (Yam); 4. Jeremy Purvines (KTM); 5. Ashley Thomas (Hon).
50 AM: 1. Justin Wallis (KTM); 2. Curtis Bradley (KTM); 3. Krista O'Hara (KTM).
50 EX: 1. Tyler Thomas (Act); 2. Cory Ayers Jr. (Lem); 3. Ben Lucero (KTM).
60 NOV: 1. Cody Wallis (Kaw); 2. Michael Strong (Kaw).
60 AM: 1. Jerry Parsons (Kaw).
60 EX: 1. Jesse Canepa (Kaw).
80 NOV: 1. Mitch McVicars (Yam); 2. Randy Baker (Hon); 3. Matthew Cummings (Hon); 4. Mike Williams (Kaw); 5. Justin Royce (Kaw).
80 EX: 1. Kellon Walch (Hon); 2. Carl Maassberg (Kaw); 3. Kyle Kischer (Hon).
125 AM: 1. Robert Marshall (KTM); 2. Rusty Ruby (Kaw); 3. Randy Marshall (Kaw).
125 EX: 1. Clint Braun (Suz); 2. Danny Cooper (Suz).
250 NOV: 1. Bryan Freeman (KTM); 2. Anthony Barnson (Hon); 3. Joshua Manning (Kaw); 4. Curtis Ashley (KTM); 5. Shawn Lodwick (Kaw).
250 AM: 1. David Pearson (KTM); 2. Ben Williams (Kaw); 3. Sean Medcroft (Hon); 4. Kenny Loomis (Hon).
250 EX: 1. Russell Pearson (KTM); 2. Scott Wilson (Hon); 3. Todd Davis (Yam); 4. David Frye (Suz).
OPEN NOV: 1. Chris Frye (Hon); 2. Dave Pritchard (Kaw).
OPEN AM: 1. Ronnie Cauluner (Hon).
OPEN EX: 1. Nick Pearson (KTM); 2. Matt Gosnell (Kaw); 3. Ron Purvines (Kaw).
30+ NOV: 1. Mike Strong (Kaw).
30+ AM: 1. Bryan Lutz (Yam).
30+ EX: 1. Scott Morris (Kaw); 2. Glenn Taylor (KTM).
35+ NOV: 1. Mark Royce (Kaw); 2. Alan Randall (Kaw).
35+ AM: 1. Mike Pickel (Hon); 2. Jeff Landers (Kaw); 3. Charles Coleman (Kaw); 4. John Didier (Kaw).
35+ EX: 1. David Wilson (KTM); 2.Bill O'Hara (KTM).
40+ NOV: 1. Dan Craswell (Suz).
40+ EX: 1. Steve Pitts (ATK); 2. Don O'Kuly (KTM); 3. John Clarich (Hon).
4-STK NOV: 1. Earl Lee (Kaw).
4-STRK AM: 1. Tim Barnes (Hon).
4-STRK EX: 1. Paul Pitts (ATK); 2. Scott Glimp (KTM).

Jensen and Foster conquer Rock Springs Motocross

By Mark Hopkins

ROCK SPRINGS, WY, AUG. 9-10

Levi Jensen and Boyd Foster both notched perfect 1-1 moto wins in their respective 80cc (8-11) and (12-15) classes at the Rock Springs round of the Wild West Nationals.

At the start of the first 80cc 8- to 11-year-old class, Jensen had three obstacles between him and the lead in the form of Gavin Cross, Tyson Hernandez and Beni Williams. Jensen used a jump-filled straight and a tough whoop section to overcome the front-runners and put his Suzuki into the lead. As Jensen stretched out his lead, a three-way battle for second was raging between Hernandez, Cross and Chase Nelson. It took two laps of fender-to-fender action before Hernandez found some extra speed to secure second, with Nelson getting the nod over Cross for third. Cross again rocketed his Honda out of the gate and into the lead of moto two, only to have Jensen again take firm control of the lead during the opening lap. Cross was forced to watch Jensen slowly pull away, but the gap between him and the third-place rider, Nelson, stayed about the same. As the checkered flag flew, Jensen secured first overall, going 1-1. Cross's 4-2 gave him second, and Nelson netted third with consistent 3-3 moto finishes.

In 80cc (12-15) action, Garet Pilgrim outaccelerated the pack to put his Honda into the lead. Keeping Pilgrim honest was current points leader Boyd Foster, who was hot on his heels in second. Just before the midway point, Foster looked back and saw the pack closing ground, so he shifted into high gear and took over the lead for good. The pack of Steve Martin, Randy Fitzgerald and Ryan Dayton caught up with Pilgrim, and the battle for second was on. Dayton, who was moving up from a last-place start, used that momentum to work through the pack to secure second.

After finishing 10th in the first moto, Boe Southworth nailed the holeshot in moto two, but it was again Foster's destiny to win - he traded a third-place start for the lead during the opening lap. A slippery track from a continuing drizzle put a damper on aggressive riding, and Foster, Southworth and Pilgrim rode to preserve their positions at the moto's end. Foster won the overall with a two-moto sweep, Pilgrim secured second with 3-3 motos, and Dayton's 2-4 motos netted him third overall.

(Above) Gavin Cross (115) holeshot the 80cc (8-11) class at the Rock Springs, Wyoming, round of the Wild West Series, but it was Levi Jensen (411) who took the class win with a 1-1. (Right) John Ferrell rode well and finished second in the 125cc Novice class at Starwest Cycle Park in Moreno Valley, California.

Results

Saturday
50 (0-6): 1. Chaz Spears; 2. Rudi Williams; 3. Travis Leavitt; 4. Preston Smith.
50 (7-8): 1. Robert Imondi; 2. Chance Bogue; 3. Nathan Last; 4. Dustyn Sorensen; 5. Zack Marshall.
50 MOD: 1. Robert Imondi; 2. Nathan Last; 3. Chance Bogue; 4. Chaz Spears.
50 HEADS UP: 1. Kasey Guenther; 2. Albert Reyers.
60 (6-8): 1. Dustyn Sorensen; 2. Nick Nelson; 3. Tyler King; 4. Zachary Brown; 5. Zack Marshall.
60 (9-11): 1. Tyson Hernandez; 2. Levi Jensen; 3. Sam Harper; 4. Chase Nelson; 5. Justin Jenson.
80 BEG: 1. Kasey Poulsen; 2. Kade Ashley; 3. Kris Guenther; 4. Nicholas Moore; 5. Ashley Winkler.
80 JR (8-11): 1. Levi Jensen; 2. Gavin Cross; 3. Chase Nelson; 4. Beni Williams; 5. Sam Harper.
80 JR (12-15): 1. Boyd Foster; 2. Garet Pilgrim; 3. Ryan Dayton; 4. Steve Martin; 5. Randy Fitzgerald.
80 INT: 1. Luke Evans; 2. David Panzer; 3. T.J. Sorenson; 4. Brian Brandon; 5. Todd Pratt.
80 S/MINI: 1. Jeremias Israel; 2. Jesse Ellis; 3. Rodney Woody.
125 BEG: 1. Nick Morrison; 2. Daniel Woodard; 3. Kevin Seipp; 4. Beau Damori; 5. Jason Wess.
125 JR: 1. Brandon Barnes; 2. Doug Martin; 3. Dustin Moses; 4. Cassidy Anderson; 5. Jeremy Paget.
125 INT: 1. Bryan Hatch; 2. Jason Magill; 3. Kevin Hall; 4. Skyler Harris; 5. Dallas Taylor.
125 PRO: 1. Kris Rourke; 2. Kipp Posey; 3. Chad Wallwork; 4. Ty Carson; 5. Kris Papworth.
250 BEG: 1. John Willardson; 2. Bobby Gurule; 3. Brandon Leslie; 4. Darrin Powell; 5. Heath Cunningham.
250 JR: 1. Garet Golding; 2. Jeremy Paget; 3. Jeff Morrey; 4. Ian Snowball; 5. Jeff Wootton.
250 INT: 1. Jeff Howard; 2. Allen Henderson; 3. Steve Savala; 4. Shaun Cantrell; 5. Cortney Worline.
250 PRO: 1. Marlo Painter; 2. Kipp Posey; 3. Kris Rourke; 4. Kris Papworth; 5. Brad Frampton.
OPEN JR: 1. Mike Buffi; 2. Wade Appelhans.
25+ JR: 1. Chad Astle; 2. Mike Neuter.
25+ INT: 1. Jeff Howard; 2. Alex Lofgreen; 3. Lenny Schurf.
25+ PRO: 1. Steve Liedberg; 2. Brad Bolton; 3. Cole Wallwork; 4. Dave Ford; 5. Bryan Schritter.
30+ JR: 1. Brent Beck; 2. Scott Seghetti; 3. Steve Rampton; 4. Bob Imondi; 5. Mike Palmer.
30+ INT: 1. Rodger Schott; 2. Lewis Fell; 3. Mark Hopkins; 4. Tom McCracken; 5. Jeff Allen.
30+ PRO: 1. Brad Bolton; 2. Ron Wehr; 3. Bryan Schritter.
40+: 1. Rusty Hunt; 2. Jeff Carson; 3. Robert Wootton; 4. Joe Pratt; 5. Gordon Smith.
WMN JR: 1. Rachael Martin; 2. Angela Hatch; 3. Jennifer Vauser; 4. Jenica Jenson.
Sunday
50 (0-6): 1. Travis Leavitt; 2. Chaz Spears; 3. Rudi Williams; 4. Preston Smith; 5. Shelby Sorensen.
50 (7-8): 1. Robert Imondi; 2. Dustyn Sorensen; 3. Donald Vauser; 4. Chance Bogue; 5. Zack Marshall.
50 MOD: 1. Robert Imondi; 2. Nathan Last; 3. Chance Bogue; 4. Chaz Spears.
50 HEADS UP: 1. Casey Guenther; 2. Albert Reyers.
60 (6-8): 1. Tyler King; 2. Zach Marshall; 3. Zachary Brown; 4. Dustyn Sorensen; 5. Donald Vauser.
60 (9-11): 1. Levi Jensen; 2. Tyson Hernandez; 3. Beni Williams; 4. Sam Harper; 5. Lance Hiser.
80 BEG: 1. Kasey Poulsen; 2. Kris Guenther; 3. Kade Ashley; 4. Kenton King; 5. Dustin Knight.
80 JR (8-11): 1. Levi Jensen; 2. Tyson Hernandez; 3. Lance Hiser; 4. Gavin Cross; 5. Sam Harper.
80 JR (12-15): 1. Ryan Dayton; 2. Boyd Foster; 3. Derrick Tybo; 4. Eldon Clark; 5. Sean Santa.
80 INT: 1. Brian Brandon; 2. Luke Evans; 3. Todd Pratt; 4. David Panzer; 5. T.J. Sorenson.
80 S/MINI: 1. Jeremias Israel; 2. Brian Brandon; 3. David Panzer; 4. Rodney Woody; 5. Jesse Ellis.
125 BEG: 1. Daniel Woodard; 2. Nick Morrison; 3. Wade Anderson; 4. Michael Searle; 5. Kevin Seipp.
125 JR: 1. Joshua Magill; 2. Dustin Moses; 3. Cassidy Anderson; 4. Jon Jasperson; 5. Jeremy Paget.
125 INT: 1. Jeremias Israel; 2. Bryan Hatch; 3. Bodie Bates; 4. Layne Smith; 5. Shay Green.
125 PRO: 1. Kipp Posey; 2. Robb Floth; 3. Marlo Painter; 4. Brad Frampton; 5. Ty Carson.
250 BEG: 1. Brandon Leslie; 2. Nick Anderson; 3. Darrin Powell; 4. Heath Cunningham; 5. Bobby Gurule.
250 JR: 1. Garet Golding; 2. Jeremy Paget; 3. Jeff Morrey; 4. Ian Snowball; 5. Jeff Wootton.
250 INT: 1. Skyler Harris; 2. Shaun Cantrell; 3. Allen Henderson; 4. Steve Savala; 5. Jeff Howard.
250 PRO: 1. Marlo Painter; 2. Kris Rourke; 3. Kipp Posey; 4. Brad Frampton; 5. Ty Carson.
OPEN JR: 1. Chris Hansen; 2. Wade Appelhans.
25+ JR: 1. Mike Neuter.
25+ INT: 1. Jeff Howard; 2. Lenny Schurf.
25+ PRO: 1. Steve Liedberg; 2. Brad Bolton; 3. Cole Wallwork; 4. Bryan Schritter; 5. Chad Wallwork.
30+ JR: 1. Brent Beck; 2. Scott Seghetti; 3. Bob Imondi; 4. Greg Carpenter; 5. Mike Palmer.
30+ INT: 1. Mark Hopkins; 2. Tom McCracken; 3. Lewis Fell; 4. Scott Mecham; 5. Jeff Allen.
30+ PRO: 1. Brad Bolton; 2. Steve Liedberg; 3. Tracy Hill; 4. Bryan Schritter; 5. Ron Wehr.
40+: 1. Gary Doggett; 2. Jeff Carson; 3. Jan Munson; 4. Joe Pratt; 5. Robert Wootton.
WMN JR: 1. Rachael Martin; 2. Jennifer Vauser; 3. Angela Hatch; 4. Jenica Jenson.

Prichard potent at Starwest Motocross

By Tony Alessi

MORENO VALLEY, CA, AUG. 23

Kenny Prichard showed his true potential by winning the 125cc Beginner class during a Saturday night motocross held at Starwest Cycle Park.

Prichard chased down Shannon Gutierrez in the first 125cc Beginner-class moto for the eventual win. Matt Morgan powered his TNT Motorsports-backed RM into the top three by the end of the moto and made it a Suzuki sweep of the top three spots.

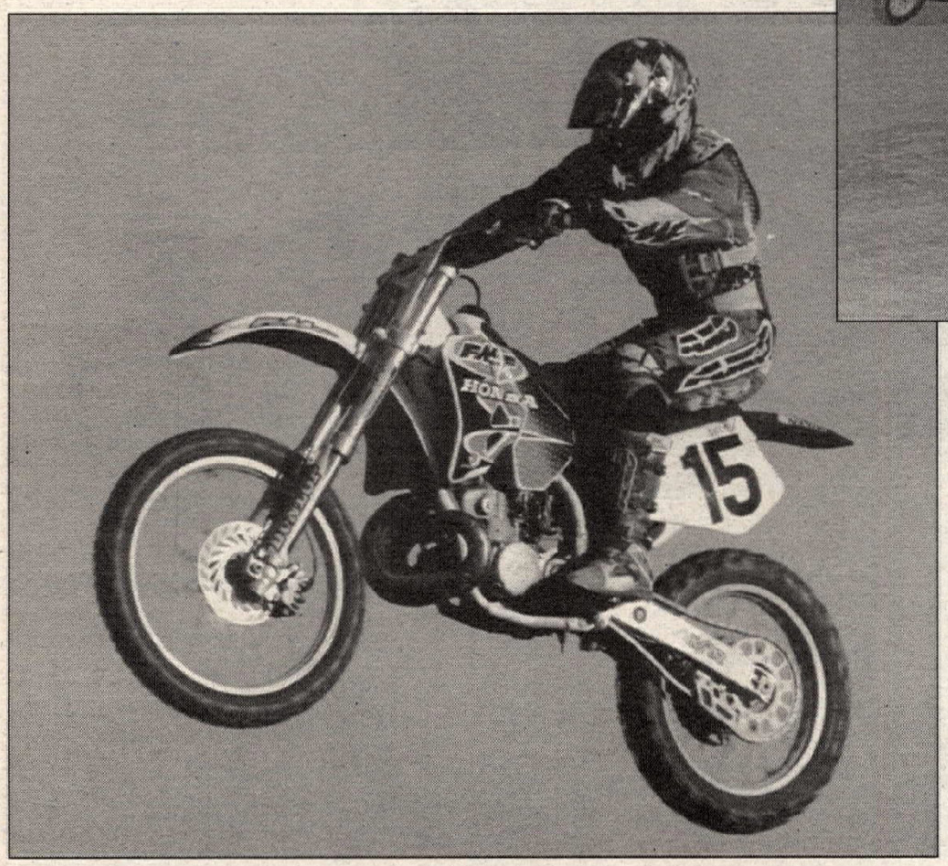
The second moto saw David Bowles lead for a while before giving way to the relentless pressure from Prichard. Once into the lead, Prichard led until the last lap but, half a lap from the finish, disaster struck when he lost control of his machine and went down. Prichard remounted and salvaged third at the finish line, behind Morgan and second-moto winner David Bowles. When the dust settled, Prichard's hard work did not go unrewarded: His 1-3 finishes were still good enough for the overall win, in front of Bowles (4-1) and Morgan (3-2).

The Suzukis of Scott Simon and Jason Medina waged an all-out war in the 80cc (7-11) division. Simon's claim to fame was his uncanny ability to pull both holeshots, while Medina's accomplishment was completing a 95-foot double jump that none of the other mini pilots dared to jump. In the end, Medina won the first moto and Simon won the important second moto, which gave Simon the juice for the night's overall victory.

Jeff Alessi went head to head against the track's local 60cc champs Chad Gores and Brandon Million, and left a double-moto winner. Alessi couldn't buy a start all night and was forced to come from seventh and 10th, respectively. In the end, Alessi soundly topped the troops in moto one, but was kept honest in moto two by Gores, who stayed within striking distance to the finish.

Results

Little Track
50 STK STRTR (4-6): 1. Christopher Beccera (Lem); 2. Barry Tucker (Yam); 3. Kristopher Chambers (Yam); 4. Chad Edwards (Yam); 5. Kenny Ortiz (Yam).
50 STK STRTR (7-8): 1. Webb Massey (KTM); 2. Anthony Munoz (KTM).
JR 50/P/W 50 (4-6): 1. Xavier Stokes-Arrey (Yam); 2. Kristopher Chambers (Yam); 3. Chad Edwards (Yam); 4. Todd Cooney (Yam); 5. Richard Romero (Yam).
JR 50/P/W 50 (7-8): 1. Cameron Keidel (Suz); 2. Ray Obermeyer (Yam); 3. Jonathan Tedder (Yam); 4. Jordan Riveros (Yam).
50 STK BEG (4-6): 1. Richard Sterling (KTM); 2. James Merrill (KTM); 3. Garrick Noble (KTM); 4. Krystal Cramer (Lem); 5. Nick Paluzzi (Cob).
50 STK BEG (7-8): 1. Ray Holley (KTM); 2. Luis Rivera (KTM); 3. Matt Harrison (KTM); 4. Brandon Peterson (Lem); 5. Chapman Fiene (KTM).
S/P/W: 1. Justin Mulford (Cob); 2. Michael Meade (Cob); 3. Shawn Hayes (Lem).
50 STK A: 1. Shawn Hayes (Lem); 2. Michael Meade (Cob); 3. Danny Gonzalez (Cob); 4. Steven Cerda (KTM).
50 STK B: 1. Ryan Parker (Cob); 2. Chris Bradshaw (KTM); 3. Blake Baggett (Cob); 4. Justin Carmody (Cob); 5. Scott Noble (Cob).
50 MOD A: 1. Justin Mulford (Cob); 2. Michael Meade (Cob); 3. Shawny Hayes (Lem).
50 MOD B: 1. Donnie Kearney (KTM); 2. Ryan Parker (Cob); 3. Justin Carmody (Cob); 4. Hayden Commans (KTM); 5. Scott Noble (Cob).
50 MOD BEG (4-6): 1. Garrick Noble (KTM); 2. Krystal Cramer (Lem); 3. James Merril (KTM); 4. Cooper Heil (Lem); 5. Matthew Dormack (KTM).
50 MOD BEG (7-8): 1. Luis Rivera (KTM); 2. Nathan Von Trotha (KTM); 3. Matt Harrison (KTM); 4. Chapman Fiene (KTM).
Main Track
50 STK: 1. Roberto Jiron (Cob); 2. Steven Cerda (KTM); 3. Blake Baggett (Cob); 4. John Baltas (Cob); 5. Alan Jiron (Lem).
50 MOD: 1. Chad Gores (Lem); 2. Chad Herbert (Cob); 3. Justin Mulford (Cob); 4. Casey Huntley (KTM); 5. Donnie Kearney (KTM).
S/P/W (6-9): 1. Jake Hulett (Lem); 2. Michael Meade (Cob); 3. Chaz Diesel (Cob): 4. Justin Carmody (Cob); 5. Brady Huntley (Lem).
60 BEG (6-9): 1. Brady Huntley (Kaw); 2. Shawn Mohr (Kaw); 3. Warren Davis (Kaw); 4. Chad Herbert (Kaw); 5. Casey Huntley (Kaw).
60 (6-8): 1. Jeff Alessi (Kaw); 2. Chad Gores (Kaw); 3. Brandon Million (Kaw); 4. Jonathan Arana (Kaw); 5. Kameron Scott (Kaw).
80 BEG (0-11): 1. Mike Bickford (Hon); 2. Jimmy Gonzalez (Kaw); 3. Justin Noble (Kaw); 4. Gregory Bacon (Hon); 5. Nathan Collins (Yam).
80 (0-11): 1. Scott Simon (Suz); 2. Jason Medina (Suz).
80 BEG (12-16): 1. Ryan Landstrom (Hon); 2. Aaron Johnson (Yam); 3. Dustin Evans (Kaw); 4. Charley Young (Hon); 5. Richie Casiano (Hon).
80 (12-13): 1. Danny Mohr (Hon).
80 (14-16): 1. Mark Valcore (Yam); 2. Nicholas Hensley (Yam).
125 BEG: 1. Kenny Prichard (Suz); 2. David Bowles (Suz); 3. Matt Morgan (Suz); 4. Shannon Gutierrez (Suz); 5. Anthony Jacob (Yam).
125 NOV: 1. Kane Jameson (Yam); 2. John Ferrell (Yam); 3. Mike Pineda (Hon).
125 INT: 1. Dustin Jameson (Yam).
250 BEG: 1. Ryan Banford (Hon); 2. David Ihrig (Hon); 3. Clint Gallo (Yam); 4. Adam Borg (Suz).
250 NOV: 1. Jimmy Robinson (Kaw); 2. Jonathan Eisele (Hon); 3. John Turner (Suz).
30+ BEG: 1. Kevin Lake (Suz); 2. Cameron Funk (Suz); 3. Manny Dominquez (Suz).
30+ NOV: 1. Paul Berton (Kaw); 2. Jeff Hamblin (Kaw); 3. Donnie Quanstrom (Hon).
30+ INT: 1. Tony Bienert (Kaw).



(Left) Frank Cataogno won the Junior Veteran Novice class with a 1-2 at a CRC Saturday night MX at Los Angeles County Raceway in California.
(Above) Evan Baer (64) took the 55cc (4-6) class win over Brandon Robinson (44) and Jeff Haldeman (27) at the Trail-Way Short Track in Hanover, Pennsylvania.

CRC Night MX win to Schuneman

By Greg Robertson

PALMDALE, CA, AUG. 23
Consistency paid off for 80cc Beginner rider Mike Schuneman, as he collected the overall win without winning either moto during California Racing Club's Saturday night motocross at Los Angeles County Raceway.

The YZ80 of Cory Baldwin set the pace on the opening lap of moto one, with Ryan Reiss, Garrett Eberk and Mike Epstein mixing it up close behind. Schuneman didn't get a good start, but within a couple of laps he had worked his way past Reiss and was pushing Epstein for second place. Things changed at the halfway point when Baldwin went down and Schuneman suddenly found himself running out front after passing Epstein. Reiss came alive, putting the move on Epstein for second, then outbraking Schuneman at the end of a straight to go from third to first within a lap. Reiss was untouchable during the final laps, pulling clear of Schuneman by five seconds by the time they crossed the finish line. Jamie Klein slowly picked off riders after his last-place start to finish a credible third, ahead of Epstein, Eberk and Baldwin.

The second moto saw Baldwin put himself at the front of the pack, with Schuneman close behind. Klein got a better start this time to hold down third, over Epstein and Eberk. Baldwin made up for a sixth in the first moto by totally dominating the second one, and would greet the checkers with 10 seconds to spare. A war raged over the runner-up position between Schuneman, Klein and Epstein during the second half of the race. Schuneman got the better of Epstein by a couple of bike lengths at the checkered flag to earn the overall win with 2-2 moto finishes. Baldwin's 6-1 edged out the 4-3 of Epstein for the second-place trophy.

Results

P/W YAM: 1. Chris Bell (Yam); 2. Chris Plouffe (Yam); 3. Brandon Kelly (Yam); 4. Dylan Pemberton (Yam).
S/STK (7-9): 1. Nicholas Evans (KTM); 2. Preston Lundin (KTM).
MOD: 1. Jacob Buelna (Lem).
60 BEG: 1. Bradly Hatchitt (Kaw); 2. Bryan Hatchitt (Kaw); 3. Timmy Ritzler (Kaw); 4. Douglas Carter (Kaw); 5. Tyler McComb (Kaw).
60 (0-8): 1. Tye Hames (Kaw).
80 BEG: 1. Mike Schuneman (Hon); 2. Cory Baldwin (Yam); 3. Mike Epstein (Suz); 4. Jamie Klein (Kaw); 5. Garrett Eberk (Yam).
80 (7-11): 1. Ryan Roybal (Hon); 2. Edward Herring (Suz); 3. Blake Margheim (Yam); 4. Troy Tittlemier (Hon).
80 (12-13): 1. Sean Collier (Kaw); 2. Scott Howe (Yam); 3. R.J. Garcia (Suz); 4. Shane Smith (Hon).
80 (14-16): 1. Todd Gosselaar (Hon); 2. Louie Santiago (Hon); 3. Chris Elliott (Yam).
B/W AM: 1. Bobby Steffan (Kaw); 2. Jorden Brengel (Hon).
B/W EX: 1. Michael Young (Hon).
125 BEG: 1. Jimmy Eberle (Yam); 2. Mike Burton (Hon); 3. Ryan Prunty (Suz); 4. A.J. Stogner (Kaw); 5. Donny Wiggins (Hon).
125 NOV: 1. Kris Blomdahl (Suz); 2. Brent Gilliam (Suz); 3. J.J. Bonanno (Yam); 4. Clyde Adams (Yam); 5. Donnie Durrer (Suz).
125 INT: 1. Christopher Gosselaar (Hon); 2. Shawn O'Brien (Suz); 3. Ryan Orr (Yam); 4. Michael Collier Jr. (Kaw); 5. Travis Smith (Kaw).
125 PRO: 1. Dustin Evans (Suz); 2. Stanton Burnett (Suz).
250 BEG: 1. Glen Ardaini (Kaw); 2. Angel Rodriguez (Hon); 3. Tyler Burdick (Yam); 4. Scott Johnson (Hon); 5. Shy Moshe (Suz).
250 NOV: 1. Brian Shaleen (Yam); 2. Anthony Bonello (Yam); 3. Jeff Talbert (Hon); 4. Chris Reed (Kaw).
250 INT: 1. Nick Mairose (Kaw); 2. Ronnie Densford (Yam).
500 NOV: 1. Tyson Tittlemier (Hon).
JR VET BEG: 1. Steve Williams (Hon); 2. Shy Moshe (Suz).
JR VET NOV: 1. Frank Cataogno (Hon); 2. Gabi Abayou (Hon); 3. Robert Enriquez (Yam); 4. Assaf Alush (Hon); 5. Brad Pietro (Suz).
JR VET INT: 1. John Edwards (Suz); 2. Chuck Kober (Suz).
JR VET INT: 1. Dustin Evans (Suz); 2. Stanton Burnett (Suz).
VET BEG: 1. Glen Ardaini (Kaw); 2. Gary Guercio (Hon); 3. Dave Johnson (Hon); 4. Andy Flum (Yam); 5. John McCarroll (KTM).
VET NOV: 1. Darrell Sanders (Yam); 2. John Jackson (Kaw); 3. Mark Hesse (Hon).
VET INT: 1. Ron Orner (Yam); 2. Edwardo Trippo (Hon); 3. Randy Wilkins (Suz).
VET EX-PRO: 1. Terry Fowler (Hon); 2. Jon Zahrt (Kaw); 3. Rich Truchinski (Kaw); 4. Jimmy Roberts (Hon).
SR AM: 1. Charles Howell (Yam); 2. Layman Gattis (KTM); 3. Mike Burnett (Suz); 4. Francisco Buelna (Yam).
SR EX: 1. Mike Webb (Suz); 2. Steve Clark (Suz); 3. Randy Anderson (Yam); 4. Jeff Minderhout (Yam); 5. Bob Dunham (Yam).

Mullen doubles Experts at Trail-Way ST

By Len and Ben Breech

HANOVER, PA, AUG. 16
After taking his second straight 250cc A final earlier in the evening, Don Mullen used his quick reflexes and a growing understanding of his 600 Rotax to take the 600cc A in the last race of the evening at the Trail-Way Short Track. Also taking a pair of wins was Georgie Price in the Sportsman and 600cc Pro classes, while Evan Baer celebrated his birthday in grand fashion when he made his usual holeshot in the 55cc (4-6) class hold up in a closely contested battle.

Mullen, Roy Miller and Joe Zydinsky quickly put some distance over Bill Bromley and Tom McGrane Jr. at the start of the 250cc A final. While the top three remained the same, only two lengths or so separated them throughout the final. After another race-long baffle, McGrane finally slipped under Bromley for fourth as the riders came off the second turn on the final lap.

After serving notice that he has finally come to terms with his 600 by winning his heat (and beating his brother in the process) last week, Mullen grabbed a holeshot over Joe Eades, Jim Hollister and Sweeten in the 600cc main. Mullen pulled out several lengths as Eades kept his machine in the groove and held the rest of the pack behind him. Sweeten got by Hollister and, on the fifth lap, got under Eades for second; Eades began to have problems keeping his Rotax down in the groove and several other riders got by him before the end of the race.

After blowing up his regular bike in practice, Georgie Price borrowed a machine from his uncle, Bob Sweeten, to race. After using the heats to get the feel of the machine, he followed Rick Winsett out of the second turn in the Sportsman final, with McGrane and Phil Libhart in pursuit. However, as they entered the third turn, Price slipped under Winsett for the lead and went on to win by 10 yards.

In the 600cc Pro class, Winsett again led Price, with John Winsett Sr., John Winsett Jr. and Libhart following. Winsett Jr. and Libhart got by Winsett Sr. on the second lap as they battled for second. This time Winsett stayed in front until he fell in the third/fourth-turn area on the sixth lap, bringing out the red flag; the race was called complete.

Results

55 (4-6): 1. Evan Baer (Act); 2. Brandon Robinson (Act); 3. Jeff Haldeman (Act); 4. Josh Davis (Cob); 5. Bryan Demuro (KTM).
55 (7-8): 1. John Davis (Cob); 2. John Lewis V (Lem); 3. James Douglas (Lem); 4. Frankie Locke (Act).
55 OIL-INJ: 1. Evan Baer (Yam); 2. Bryan Demuro (Suz); 3. John Long III (Yam); 4. Bobby Weir (Yam); 5. Dalton Winkler (Yam).
65: 1. Shawn Baer (Kaw); 2. John Lewis V (Hon).
80: 1. Jason Isennock (Kaw); 2. Chris Klinefelter (Hon); 3. Bryan Douglas (Hon); 4. Nick Lipira (Hon); 5. Jared Mees (Kaw).
125: 1. Nick Lipira (Hon); 2. Joey Tyeryar (Yam); 3. Ray Lied (Hon); 4. Mike Brabson (Hon); 5. William McKee (Kaw).
250 A: 1. Don Mullen II (Hon); 2. Roy Miller (Suz); 3. Joe Zydinsky (Hon); 4. Tom McGrane Jr. (Hon); 5. Bin Bromely (Suz).
250 B: 1. Jake Johnson (Hon); 2. Corey Hormes (Hon); 3. Ben Miller (Yam); 4. Ken Godwin (Yam); 5. Raun Wood (Yam).
600 A: 1. Don Mullen II (Rtx); 2. Bob Sweeten (Rtx); 3. Tom McGrane Jr. (Rtx); 4. Joe Eades (Rtx); 5. Ed Hyde (Rtx).
600 B: 1. Mark Myers (Yam); 2. Aaron Humphries (Hon); 3. Sam Winters (Rtx); 4. Nathan Davis (Yam); 5. Will Slade (Hon).
600 PRO: 1. Georgia Price (Rtx); 2. John Winsett Jr. (Rtx); 3. Phil Libhart (Rtx); 4. John Winsett Sr. (Rtx); 5. Ken Yoder (Rtx).
750: 1. Nick Taylor (Yam); 2. John Winsett Sr. (Tri); 3. Jim Chapman (Tri); 4. Jim Hollister (Tri).
30+: 1. Bob Sweeten (Rtx); 2. Jim Hollister (Rtx); 3. John Henderson (Rtx); 4. Nick Taylor (Yam); 5. Ed Hyde (Rtx).
40+: 1. Jim Chapman (Rtx); 2. Larry Burkholder (Hon); 3. Mike Keane (Hbg); 4. Jack Southhill (Bul); 5. David Higgins (Suz).
SPTSMN: 1. Georgie Price (Rtx); 2. Ricky Winsett (Rtx); 3. Tom McGrane Jr. (Rtx); 4. Phil Libhart (Rtx); 5. Todd Kendig (Rtx).

Kidd KOs Delta Motocross

By Carl Davis

DELTA, OH, AUG. 23
John Kidd Jr. flew to double-class wins at Delta Raceway's Saturday night super MX action as another night of record rider and spectator turnout provided some great excitement. The crowd was treated to a free-style contest at intermission and, with only about a month of racing season to go, riders were looking to move up in the MRA points standings through their racing efforts.

Kidd took wins in the 16-24 class and the Pro class, sweeping all four motos as the top rider of the night. Kidd is making a comeback after taking nearly two years off, and the talented rider was whipping his Suzuki around the Delta night circuit at a blistering pace.

In the 16-24 class, Kidd was out front in wire-to-wire wins in both motos, while Kawasaki-mounted Brad Dixon and Richard Watson Jr. battled throughout the night, with Dixon taking runner-up in moto two to capture second overall.

Kidd had his work cut out for him in the Pro class as it was all business out on the track. In moto one, Kidd took the lead, with Jake Davis pushing in second. Davis went down on lap two, giving Kidd a cushion over the never-ending Watson/Dixon duel for second place. Watson rode valiantly as the only 125cc rider giving the big bikes a run for their money, taking second, while Davis came back to nip Dixon on the last lap for third.

Moto two had Davis out front, with Kidd and Dixon close behind. Kidd came up and slammed Davis in the infield turn section, moving past with an aggressive move. Davis would go down again on the next lap as Dixon motored by on his new '98 KX250 to end the moto in second. It was Kidd with the win and Watson nailing down second overall in a very good ride.

The feature and biggest class of the night was the 250cc Novice division. Kurt Rivest flew his Yamaha to the overall win, with Aaron Darnell taking second and Jeremy Hassenzahl taking third. The group of hard-charging Novices never quit racing all the way to the checkers.

Results

50 (4-6): 1. Cameron Martinez (Yam); 2. Kyle Straube (Yam); 3. Michael Hallman (Yam).
50 (7-8): 1. Courtney Knirk (Yam); 2. Shane Unkle (Cob).
50 SUP (4-6): 1. Cameron Martinez (Yam); 2. Trevor Donie (KTM); 3. Garrett Daugherty (Cob).
50 SUP (7-8): 1. Greg Durivage (Lem); 2. Damon Bauer (Lem); 3. David Dowse (KTM).
80 P/W: 1. Kyle Kaylor (Yam); 2. Nick Thobodeau (Yam).
60 (7-11): 1. Steven Carnahan (Kaw); 2. Ryan Pieske (Kaw); 3. Adam Behringer (Kaw).
85 BEG: 1. Broc Bauer (Hon); 2. Joshua Bracken (Hon); 3. Anthony Doble (Hon).
85 NOV: 1. Kevin Jarvis (Suz); 2. Jacob Strong (Suz); 3. Mathew Nuber (Yam).
85 EX: 1. Mike Suman (Hon); 2. Ryan Richardson (Hon).
125 JR: 1. Billy Dittman (Kaw); 2. Gabriel Stahl (Suz); 3. Chad Gritzmaker (Suz).
125 BEG: 1. Kyle Straver (Kaw); 2. Lance Alley (Yam); 3. Justin Lambka (Hon).
125 NOV: 1. Nathan Scheid (Suz); 2. Gregory Brooks (Suz); 3. Chris Talbot (Suz).
125 INT: 1. Jason Foldesi (Suz); 2. Mike Dauch (Hon); 3. Gabriel Stahl (Suz).
250 BEG: 1. Ray Jewell (Yam); 2. Jason Mailloux (Kaw); 3. David Rice (Hon).
250 NOV: 1. Kurt Rivest (Yam); 2. Aaron Darnell (Hon); 3. Jeremy Hassenzahl (Suz).
250 INT: 1. Matt Szorobura (Yam); 2. Derrin Leppek (Yam); 3. Cory Gamertsfelder (Hon).
125/250 EX: 1. John Kidd (Suz); 2. Richard Watson Jr. (Suz); 3. Brad Dixon (Kaw).
16-24: 1. John Kidd (Suz); 2. Brad Dixon (Kaw); 3. Richard Watson Jr. (Suz).
25+: 1. Derrin Leppek (Yam); 2. Rob Woodring (Kaw); 3. Dave Schneyer (Hon).
30+: 1. Barry Mayo (KTM); 2. Craig Smith (Kaw); 3. Duwayne Dowse (Kaw).
35+: 1. Barry Mayo (KTM); 2. Eric Bauer (Hon); 3. Doug Beardsley (Yam).
40+: 1. Carl Davis (Hon); 2. Rick Baldwin (Suz); 3. Jeff Gundy (Kaw).
45+: 1. Rick Baldwin (Suz); 2. Eric Carlson (Hon); 3. Lynn Conway (Suz).

Tiearney takes Silver State MX win

By Betty Cordle

CARSON CITY, NV, AUG. 8
FMF/O'Neal/Yamaha-backed Justin Tiearney visited his home track and walked away with the 250cc Pro-class victory at the sixth annual Scott Bikini Night Friday night race at the Silver State Raceway. Several Pros escorted the hot bikini contestants in front of the large crowd, dressed in their disco garb - complete with 'fros and shades. The crowd loved it as the guys showed off the goods to the music of the Moto XXX soundtrack.

In moto one, Tiearney grabbed the holeshot ahead of Suzuki-mounted Kenny Lash, Jake Windham and local Pro Steve Garnett. Tiearney, who now lives in Southern California, looked comfortable on his old home track and pulled out a considerable lead from the rest of the pack. Lash stayed in second while Windham and Garnett battled for a change of position. Garnett suffered a crash early on but regained the pace. Several laps later, at the white flag, Tiearney enjoyed a seven-second lead and styled it for the crowd. Tiearney took the checkered flag ahead of Lash, Windham and Garnett.

Moto two was a carbon copy as Tiearney holeshot the tight, right-handed turn, cleared the big tabletop and headed down the fast straightaway to the back section. Windham was on the gas as the two pulled away, while Lash and Garnett battled for the third position in the back section. By the halfway flag, the riders had settled in. Tiearney took the win, ahead of Windham, who rode uncontested by the other riders. Windham's 3-2 score locked up second overall. Lash took third and Garnett earned fourth overall.

"It doesn't get any better than this," Tiearney said of his trip out to Nevada. "It's been fun seeing all of my racing buddies."

Results

50: 1. Ryan Ferris (Lem); 2. Jake Neuter (KTM); 3. Tyler York (KTM); 4. Norma Jean Jean (Lem); 5. Ronnie Schott (Act).
60: 1. Ryan Ferris (Kaw); 2. Greg Klino (Kaw); 3. Norma Jean Jean (Kaw); 4. Jon Lee (Kaw); 5. Jake Neuffer (Kaw).
80 BEG: 1. Jeff Klino (Yam); 2. Matt Hinkle (Yam); 3. Josh Peterson (Hon); 4. Lee Halliburton (Hon); 5. Kevin Foster (Hon).

80 JR: 1. Tommy Jones (Suz); 2. Kale Lorentzen (Hon); 3. Jesse Woodruff (Kaw).

80 INT: 1. Tommy Jean (Suz); 2. Nick Jarrett (Hon).

80 EX: 1. Dustin Miller (Yam).

125 BEG: 1. Isaac Levine (Hon); 2. Paul Mudd (Hon); 3. Mathew Womble (Yam); 4. Tommy Jones (Yam); 5. Dustin Lee (Hon).

125 JR: 1. Brian Foster (Yam); 2. Matt Mahna (Kaw); 3. Tom Baugh (Suz); 4. Tommy Jean (Hon); 5. Levi Stokes (Hon).

125 INT: 1. Justin Scullen (Suz); 2. Dale Lundeen (Yam); 3. Dan Cordle Jr. (Yam); 4. Matt Buyten (Hon); 5. Cody Killam (Kaw).

250 BEG: 1. Travis Ogburn (Kaw); 2. Ron Gladding (Yam); 3. Ryan Hansen (Suz); 4. Josh Jacobs (Hon); 5. Dave Taylor (Hon).

250 JR: 1. Greg King (Hon); 2. Tommy Jean (Suz); 3. Dan Galliett (Hon); 4. Cole Thurston (Yam); 5. Zack Perryman (Hon).

250 INT: 1. Zeb Armstrong (Yam); 2. Jim Bryant (Yam); 3. Mike Mason (Suz); 4. Ray Marshall (Yam); 5. Todd Davis (Yam).

250 PRO: 1. Justin Tiearney (Yam); 2. Jake Windham (Suz); 3. Kenny Lash (Suz); 4. Steve Garnett (Suz); 5. Tim O'Brien (Kaw).

OPEN: 1. Tim O'Brien (Kaw); 2. Wes Cohelan (Hon); 3. Cody Killam (Kaw); 4. John Varner (Hon); 5. Ryan Leyba (Suz).

VET JR: 1. Bill Evans (Yam); 2. Jeff Bills (Kaw); 3. Mark Ramey (Hon); 4. Brian Hoskin (Hon); 5. Perry Sparks (Hon).

VET INT: 1. Dan Galliett (Hon).

VET PRO: 1. Jon Varner (Hon); 2. Darryl Haney (Kaw).

Mullins mauls Cahokia Creek Hillclimb

By Bud Northrup

WHITE CITY, IL, JULY 16

Steve "Moon" Mullins posted the fast time and scored double wins at the Cahokia Creek Dirt Riders night hillclimb. Becky Williams, the only woman rider, claimed two class wins in the 85cc Youth and 200cc classes.

Mullins' fast time came in the Senior class, where he posted a come-from-behind victory. Bob Fisher, riding for the first time since suffering season-interrupting injuries in July, had turned in the class leading time of 2.636 seconds on his first ride on his big Harley, which was just slightly quicker than Mullins, who carded a 2.666 on his 1105cc Kawasaki. In the second-round action, Fisher was even faster with a 2.559-second run, but Gayle Jenkins was even faster on his Honda with a fine 2.542-second effort. Mullins was up to the challenge, however, as he flew over the 100-foot hill in a blistering 2.387 seconds to take both the class win and the Fast Time trophy. Tom Compton and Craig DeHart turned in good second-round runs of 2.607 and 2.659 seconds, respectively, on their Kawasakis to close out the top five.

Mullins also rode well in the Open class, coming from behind again to overtake Fisher for the win. Fisher turned a fast 2.654-second time on his first-round ride on his Sportster to take the lead, ahead of Mullins, who stopped the clock at 2.872 seconds. On the second ride, however, Mullins blasted over the top in 2.450 seconds to claim the lead. Fisher also beat his first ride, but his 2.594-second time was just short of the win. Randy Green carded a nice 2.611-second time to take third, and Tom Compton's 2.662-second time was good for fourth. Jerrod Lindquist joined the top five with a 2.862-second run.

Williams, from Georgetown, Illinois, had one of her best nights in hillclimbing. Her first win came in the 85cc Youth class, where her 3.462-second ride on her KX80 in the second round overtook Ottawa's Jacob Bailey, who claimed the first-round lead on his Yamaha with a good 3.831-second time. Jared Hayes delivered a nice first-round time of 4.156 seconds on his KX80 for third place, and Opdyke's Riley Mullins claimed fourth place on his Yamaha with a 4.690-second time.

Williams' second win came in the highly competitive 200cc class, where her 3.007-second ride on her KX125 overtook National number two, Anthony DeHart, who had delivered a round-one, class-leading 3.303-second time. National number nine, Scott Sheets, also slipped in under DeHart's time as he posted a 3.255-second time on his second ride to take the second-place trophy. Adam Wright claimed fourth place on his Kawasaki with a 3.360-second first-round ride, while Neal Straughsbaugh took fifth on his CR125 in 3.474 seconds.

Results

50 YTH: 1. Alan Petty (KTM); 2. Justin Trent (Yam); 3. Randy Williams (Yam).

85 YTH: 1. Becky Williams (Kaw); 2. Jacob Bailey (Yam); 3. Jared Hayes (Kaw); 4. Riley Mullins (Yam); 5. Jake Sledge (Kaw).

200: 1. Becky Williams (Kaw); 2. Scott Sheets (Kaw); 3. Anthony DeHart (Yam); 4. Adam Wright (Kaw); 5. Neal Straughsbaugh (Hon).

250: 1. Andy Fortner (Suz); 2. Anthony DeHart (Hon); Roy Senaldi (Yam); 4. Brian Weston (Hon); 5. Greg Pringle (Hon).

400: 1. Paul Hillard (Yam); 2. Mike Hillard (Yam); 3. Larry Christ (Yam); 4. Doug Campbell (Hus); 5. Bob Glenn (Yam).

500: 1. Doug Campbell (Kaw); 2. John Scroggins (Hon); 3. Darrell Trent (Hon); 4. Andy Fortner (Hon); 5. Mark Sledge (Hon).

750: 1. Craig DeHart (Kaw); 2. Andy Fortner (Kaw); 3. Tom Compton (Kaw); 4. Bob Glenn (KTM); 5. David Deaver (BSA).

OPEN: 1. Steve Mullins (Kaw); 2. Bob Fisher (H-D); 3. Randy Green (Kaw); 4. Tom Compton (Kaw); 5. Jerrod Lindquist (Kaw).

SR: 1. Steve Mullins* (Kaw); 2. Gayle Jenkins (Hon); 3. Bob Fisher (H-D); 4. Tom Compton (Kaw); 5. Craig DeHart (Kaw).

STK: 1. Neal Straughsbaugh; 2. David Qualls (Hon); 3. Brandon Bearlew (Hon); 4. Kevin Betts (Kaw).

*Fast Time: Steve "Moon" Mullins, 2.387, (Kaw).

California Trail Rides Presents the

8th Annual CYCLE NEWS®

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DISTRICT 37 AMA DUAL SPORT

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Dual Sport Jamboree

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An AMA D-37 Dual Sport Adventure starting in the Lake Silverwood area of the San Bernardino National Forest.

Sunday, September 28, 1997

BIG BEAR, CALIFORNIA

Open to Street Legal Dual Sport Bikes Only. Spark Arrestor Required.

COURSE DESCRIPTION:

A **100+ mile** dual-sport loop in the beautiful San Bernardino Mountains around the Big Bear, California area with optional sections for the more experienced riders. A great ride for novice and experienced riders alike! Come up and enjoy the entire weekend!

NEW Start & Finish Location: We'll be gathering on Saturday in the main Miller Canyon Group Campground off Highway 138 near Lake Silverwood (see map). Water available at campground; no hookups. Hiking, fishing, and other outdoor activities are nearby. Porta-potties are in place.

No unlicensed, non-street legal riding allowed in campground.

Start time for the CYCLE NEWS Dual-Sport Ride is 7:00 to 9:00 a.m., Sunday, September 28.

Roll charts provided. Bring your roll chart holder. Navigation by mileage.

HONDA's SCOTT SUMMERS will conduct an off-road & dual sport trail riding seminar and Q&A session at 6pm on Saturday night at the chili feast.

FREE CHILI FEAST & BREAKFAST

Free Chili Feast on Saturday Night from 5pm-7pm for all entrants, courtesy of Cycle News. Free Breakfast Sunday morning 6:30-8am, hosted by FINELINE MOTOSPORTS. Entry also includes T-shirt and chance to win prizes donated by our generous sponsors.

Entries are limited! Mail Entry Recommended

ENTRY FEES

Mail: $35 Passengers ride FREE! Bring a friend, kid, spouse or pet.

Post: $40 Free passenger entry does not include t-shirt, but can be purchased for just $8.00.

Send Entry with Name, Address, and ONE SELF-ADDRESSED, STAMPED ENVELOPE to:

California Trail Rides
2341 W. Carol Drive
Fullerton, CA 92833
INFO: (714) 992-9291
E-Mail: Trailrides@aol.com

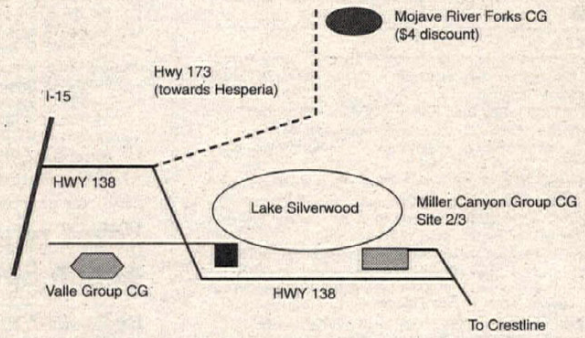
IMPORTANT: CAMPGROUND / START AREA CHANGES!

If you are coming up Sunday, do not park at campgrounds. Use turnouts and off to the side of the road on Hwy 138. Unload and ride bike to signup at Valle Group Campground.

Valle Group Campground: *Cycle News, Fineline, Sponsor Camping only.* Signup, Dinner and breakfast here. Please *do not* drive vehicles to here other than motorcycles, we do not have any place to park you.

Miller Cyn Group Campground, sites 2/3: *Tent, van, very small trailers, slide in truck campers only* (park on pavement only, do not use site 1). *Do not* try to drive large trailers or any motorhome in here. *Free to participants.*

Mojave River Forks: Camping for motorhomes and trailers. $4 discount (Normal price $19 for hookups, $15 regular camp site) for dual sport participants. Take Hwy 173 to campground. Plenty of room for motorhomes and trailers. Full hook ups available. Silverwood Lake public campground (■) (Reservations 800-444-7275) $18 night.



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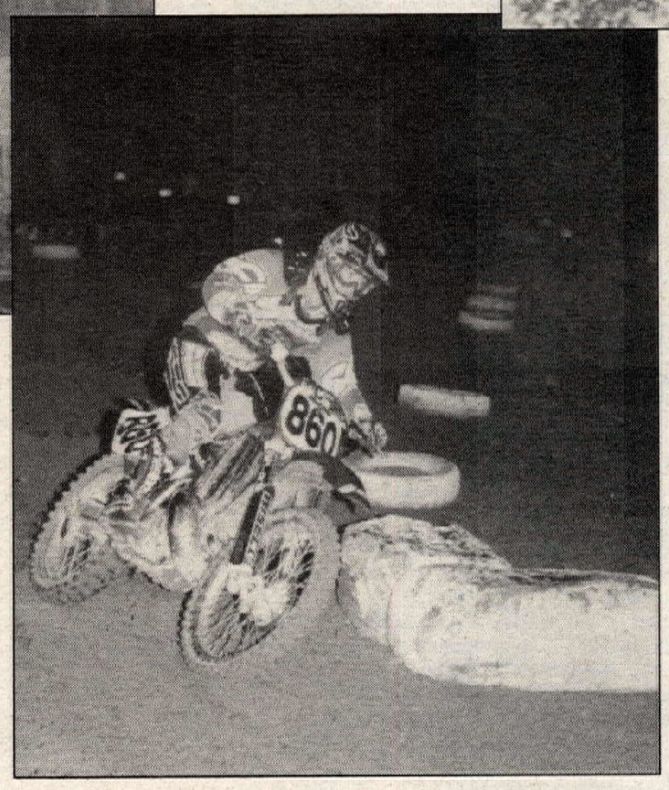
(Left) Jason Medina was the only mini pilot jumping the 95-foot double jump en route to winning the 80cc (0-11) class at Starwest Motocross Park in Moreno Valley, California. (Below) Davey Yezek returned to racing after a six-month layoff due to a broken back and won the 125cc Pro class at the Action Sports Supercross in Nelsonville, Ohio. (Right) Nick McAllister (32) won the 250cc B and Unlimited classes at the final round of the Ballzee Grand Championships at the Birch creek MX Park in Danville, Virginia.



Baker blazes at Starwest Motocross

By Tony Alessi
Photo by Chuck Pearson

MORENO VALLEY, CA, AUG. 16
Aaron Baker was on fire, not only winning the 125cc Intermediate class but also topping all the 125 and 250cc Pros in attendance during Saturday night racing at Starwest Cycle Park.

Baker was dominant during both motos of competition, pulling holeshots on his FMF/Fox/Thousand Oaks-backed KX125 and simply roosting away from the field. Only the night's top Pro, Craig Smith, could keep Baker in sight, while Jason Fields was celebrating his return to Pro racing by running solidly inside the top three during both motos.

Alex Zapata wreaked havoc in the Vet class by pulling out 30-second leads in each moto in the combined Vet race. Zapata seemed to have all the jumps and obstacles down as he raced unchallenged to a double-moto victory over Cameron Funk and big Kevin Lake.

Jason Medina seems to have stepped up to the plate in the minicycle ranks and was the only mini rider tonight to jump the 95-foot double jump on the front straightaway. Medina outdistanced his elders, Mark Valcore and Danny Mohr, in nothing short of a hands-down, runaway victory aboard his Team Aggravator RM80.

Chad Gores won the 50 and 60cc (6-8) divisions and smoked away to a four-moto sweep of both classes. Gores raced mostly unchallenged all night, but was kept honest by Cody Bradbury in the 60cc division and Brandon Million in the 50cc class.

Results

Little Track

50 STRTR (4-6): 1. Mathew Fox (KTM); 2. Corey Wilcox (Lem); 3. Christopher Becerra (Lem); 4. Daniel Currie (KTM); 5. Kenneth Ortiz (Yam).

50 STRTR (7-8): 1. Luis Rivera (KTM); 2. Chapman Fiene (KTM); 3. Jordan Riveros (Lem); 4. Webb Massey (KTM).

P/W (4-6): 1. Todd Cooney (Yam); 2. Xavier Stokes-Array (Yam).

P/W (7-8): 1. Ray Obermeyer (Yam); 2. Jonathan Tedder (Yam); 3. Jordan Riveros (Yam); 4. Chapman Fiene (KTM).

STK (7-8): 1. Parker Eckman (KTM); 2. Ray Holley (KTM); 3. Orlando Torres (Lem); 4. Brandon Valcore (Lem).

STK A: 1. Michael Meade (Cob); 2. Bryce Terzian (KTM); 3. Mark Bailey (Act); 4. Danny Gonzalez (Cob).

STK B: 1. Ryan Parker (Cob); 2. John Baltas (Cob); 3. George Jeffers (Lem); 4. Justin Carmody (Cob); 5. Mathew Arballo (Lem).

MOD A: 1. Mike Meade (Cob); 2. Bryce Terzian (KTM); 3. Danny Gonzalez (Cob); 4. Chaz Diesel (Cob); 5. Mark Bailey (Act).

MOD B: 1. Ryan Parker (Cob); 2. Donnie Kearney (KTM); 3. Justin Carmody (Cob); 4. Matthew Arballo (Lem); 5. Scott Noble (Cob).

MOD BEG (4-6): 1. Krystal Cramer (Lem); 2. Matthew Dormack (KTM); 3. James Merrill (KTM); 4. Garrick Noble (KTM); 5. Nicholas Pakizzi (Cob).

MOD BEG (7-8): 1. Nathan Von Trotha (KTM).

S/P/W: 1. Mike Meade (Cob); 2. Justin Mulford (Cob); 3. Chaz Diesel (Cob).

Main Track

50 STK: 1. Bryce Terzian (KTM); 2. Danny Gonzalez (Cob); 3. Christopher Taft (KTM); 4. John Baltas (Cob); 5. Blake Baggett (Cob).

50 MOD: 1. Chad Gores (Lem); 2. Brandon Million (Cob); 3. Michael Meade (Cob); 4. Casey Huntley (KTM); 5. Donnie Kearney (KTM).

S/P/W: 1. Jake Hulett (Lem); 2. Chaz Diesel (Cob); 3. Justin Carmody (Cob).

60 BEG (6-9): 1. Shawn Mohr (Kaw); 2. Warren Davis (Kaw); 3. Casey Huntley (Kaw); 4. Shay Varner (Kaw).

60 (6-8): 1. Chad Gores (Kaw); 2. Cody Bradbury (Kaw); 3. B.J. Bohrer (Kaw); 4. Brandon Million (Kaw); 5. Jake Hulett (Kaw).

60 (9-11): 1. Kelly Tedder (Kaw); 2. Mason Partain (Kaw).

80 BEG (0-11): 1. Justin Noble (Kaw); 2. Gregory Bacon (Hon); 3. Tristan Kallas (Hon); 4. Jonathan Arana (Hon); 5. Mike Bickford (Hon).

80 (0-11): 1. Jason Medina (Suz).

80 BEG (12-16): 1. Richie Casiano (Hon); 2. Ryan Landstrom (Hon); 3. Bradley Hottel (Yam).

80 (12-13): 1. Danny Mohr (Hon).

80 (14-16): 1. Mark Valcore (Yam).

125 BEG: 1. Gabriel Obeso (Kaw); 2. Kevin Busher (Suz); 3. Bob Morales (Kaw); 4. Jason Meadows (Yam); 5. Jason Oliva (Hon).

125 NOV: 1. Jeremiah Johnson (Suz); 2. John Ferrell (Yam); 3. Mike Pineda (Hon); 4. Scott Lockwood (Suz).

125 INT: 1. Aaron Baker (Kaw); 2. Brian Davis (Suz).

125 PRO: 1. Craig Smith (Hon).

250 BEG: 1. David Unrig (Hon); 2. Greg Busit (Suz); 3. Dan Hutchinson (Hon); 4. Jason Whitsell (Yam).

250 NOV: 1. Jimmy Robinson (Kaw); 2. Jonathan Eisele (Hon); 3. Danny Ritter (Hus); 4. Paul Berton (Kaw).

250 INT: 1. Bryce Currie (Suz).

250 PRO: 1. Jason Fields (Yam).

25+ BEG: 1. Rob Brewer (Suz).

25+ INT: 1. Alex Zapata (Yam).

30+ BEG: 1. Cameron Funk (Suz); 2. Kevin Lake (Suz).

30+ NOV: 1. Paul Berton (Kaw); 2. Greg Spaeth (Yam).

Yezek returns at Action Sports Supercross

By David L. Patton Jr.

NELSONVILLE, OH, SEPT. 9
F&S Racing/JT/Dunlop-backed Davey Yezek returned to racing after a six-month layoff due to a broken back to win the 125cc Pro class and finish second in the 250cc Pro class at round three of the Action Sports Summer Series.

Mike Morgan and Jason Frecker got the best jump at the start of the first 250cc Pro moto, as Yezek was back in the pack. Yezek passed Chad Woodrum on the grandstand straightaway and then reeled in Frecker, who held second behind Morgan. Yezek tried to pass Frecker over the infield step-up jump, but Frecker held it on. Yezek wouldn't be denied, though, and he took over the second spot in the sweeping turn before the treacherous infield jumps. Morgan was riding flawlessly out front and had a four-second lead by the time Yezek had passed Frecker. Morgan never let off for the whole moto, and he ran away to a convincing win. "I just tried to stay smooth out there," Morgan said later. Morgan, Yezek and Frecker headed the results in moto one, ahead of Woodrum and Dick Hoy.

Between motos, Yezek talked about his comeback: "I was out for six months with a broken back, and I'm actually not supposed to be riding yet. My timing is off and I'm trying to be careful. It's slick out there. Hopefully, I'll get a better start in the second 250cc Pro moto."

Morgan owned the 250cc class as the star from Sandyville, West Virginia, showed the field the way through the first turn in the second moto. Frecker and Hoy chased Morgan's Yamaha, while Yezek was way back on lap one. Morgan easily pulled away from the field and had a sizable lead by the end of lap one. Yezek once again worked his way past Hoy and then set up Honda of Troy/Pro-Circuit-backed Frecker in the whoops after the triple jump. Yezek outran Frecker to the sharp left-hander at the end of the whoop section to take control of second, but Morgan continued to motor away up front. Morgan took his second wire-to-wire win, followed by Yezek, Frecker, Hoy and Woodrum; these were the overall finishing positions, as well.

Results

50 (4-6): 1. Tyler Bowers (Cob); 2. Judson Coakley (Act); 3. Kyle Wolfe (KTM); 4. T.J. Smyers (KTM); 5. Andy Kinnison (KTM).

50 (7-8): 1. Aaron Kline (Cob); 2. Nathan Saving (Act); 3. Allen Nutter (Lem); 4. Brandon Williams (KTM); 5. Devan Welch (Cob).

65: 1. Christopher Robertson (Kaw); 2. Jacob Mahoney (Kaw); 3. Michael Roberts (Kaw); 4. Nathan Saving (Kaw); 5. Christopher Chapman (Kaw).

MINI JR: 1 . Nicholas Carroll (Kaw); 2. Christopher Robertson (Suz); 3. Jacob Mahoney (Kaw); 4. Phillip Kinnison (Suz); 5. Doug Dill (Hon).

MINI SR: 1. Michael Campbell (Yam); 2. Corey Arnold (Yam); 3. Mike McCabe Jr. (Hon); 4. Jeramy Karshner (Hon); 5. A.J. Meade (Kaw).

SCHBY 125: 1. Michael Campbell (Yam); 2. Trevor Morica (Yam); 3. Branden Perry (Suz); 4. Sarah Klamfoth (Hon); 5. Chris Karshner (Suz).

16-24: 1. Jason Frecker (Hon); 2. Chris Smith (Suz); 3. Matt Ketcheson (Suz).

125 A: 1. Davey Yezek Jr. (Suz); 2. Dick Hoy (Yam); 3. Eddy Turner (Suz).

125 B: 1. Brad Snyder (Hon); 2. Scott Shafer (Suz); 3. Rob Bingman (Suz); 4. James Chapman (Suz); 5. David Rife (Kaw).

125 C: 1. Matt Ketcheson (Suz); 2. Jack McElldowney (Hon); 3. Jeremy Fleming (Hon); 4. John McCumber (Yam); 5. Paul Williams (Hon).

250 A: 1. Mike Morgan (Yam); 2. Davey Yezek Jr. (Suz); 3. Jason Frecker (Hon); 4. Dick Hoy (Yam); Chadd Woodrum (Suz).

250 B: 1. Brad Snyder (Hon); 2. L. Brook Dixon (Hon); 3. Scott Shafer (Suz); 4. Sonny Morocco (Suz); 5. Mark McDaniel (Yam).

250 C: 1. Mark Moore (Yam); 2. Ricki McAtee (Yam); 3. Shawn Sims (Suz); 4. Eric Acker (Suz); 5. David Saunders (Hon).

30+: 1. Steven Anneshansley (Hon); 2. Rod Hook (Suz); 3. Mark McDaniel (Yam).

McAllister's the man at Ballzee Motocross

By Jay and Sharon Hauser

DANVILLE, VA, AUG. 24
Kawasaki-mounted Nick McAllister out of South Carolina may not have been in the top three for overall series positions in the final round of the Ballzee Grand Championship Motocross Series, but that didn't stop him from winning the 250cc B and Unlimited classes. McAllister broke his shoulder at an earlier AMA Regional event for Loretta Lynn's and had to sit out a few rounds, but the Answer/Race Tech/Al Lane Kawasaki-backed rider is quickly getting back up to speed.

McAllister's only defeat of the day was dished out by top-notch KTM rider Jason Ring. Ring jumped out with the holeshot to lead the way from start to finish, fighting McAllister all the way. "Ring put in a good ride and took the holeshot, but every time Nick would get loose, he would make some mistake or run into lappers, so he settled for a second," said McAllister's father. Not far off the lead pair's pace were Suzuki rider Jacob Creech and Kawasaki-mounted Shawn Auteri. These two battled their way in for a third and fourth, respectively, over Eric Cox.

McAllister came back to win the second outing of Unlimited action, and again the battle came down to McAllister and Ring. The two led the 18-rider field from the start and broke away into their own battle that would see an eight-second gap open up between them and the third-place ride of Creech. Creech was doing all he could to keep Charles Hicks, Auteri and Cox at bay.

As the moto was starting to wear down, so was Ring - but McAllister looked to be getting stronger with each passing moto, and it showed as he began to pull away from Ring. McAllister took a fine win over Ring, securing another overall win to go along with his easy win over the 250cc B class. The battle for third was not decided until the late stages of the Unlimited race, when Cox put the hammer down and moved past both Auteri and Hicks for third and third overall on the day. Fourth went to Auteri in both the moto and the overall, with Creech holding onto fifth.

Results

50 (4-6): 1. Devon Pilkington (Act); 2. D.J. Ellis (Cob); 3. Bobby Buhr (KTM); 4. Ryan Smith (KTM); 5. Kyle Fitzwater (Lem).

50 (7-8): 1. Broc Tickle (Cob); 2. Seth Brown (Cob); 3. Tyler Newton (Act); 4. C.W. Brim (KTM); 5. Brad Haar (KTM).

60 (7-9): 1. Josh Schmitt (Kaw); 2. Cameron Lambert (Kaw); 3. Jeb Gaskill (Kaw); 4. David Mitchell (Kaw); 5. Ryan Fitzwater (Kaw).

60 (10-11): 1. Sam Fitzwater (Kaw); 2. Dustin Oats (Kaw); 3. Jorden Troxwell (Kaw); 4. Jeff Prilliman (Kaw); 5. Chad Koon (Kaw).

80 (7-11): 1. Scott Terry (Yam); 2. Stephen Shoaf (Suz); 3. Bryan Walker (Yam); 4. Dean Day (Yam); 5. Josh Schmitt (Suz).

80 (12-15): 1. Isha Wood (Kaw); 2. Jason Bryant (Yam); 3. Cory Gholsen (Yam); 4. Ryan Burkett (Yam); 5. Zach Kutschenko (Suz).

S/MINI: 1. Isha Wood (Kaw); 2. Jason Bryant (Yam); 3. Scott Terry (Yam); 4. Ryan Burkett (Yam); 5. Jason Crisp (Yam).

80 D: 1. Brandon Engle (Suz); 2. Chris Laplante (Hon); 3. Nick Pass (Suz); 4. Charles Flanagan (Kaw); 5. Daniel Clontz (Yam).

125 A: 1. Chad Newton (Suz); 2. Mitchell Hodges (Kaw); 3. James Coy (Yam); 4. Chuck Green (Suz); 5. Chris Wagner (Hon).

125 B: 1. Ken Pruett (Hon); Terry McKee (Yam); 3. Travis West (Hon); 4. Jason Laplante (Suz).

125 C: 1. Eric Cox (Yam); 2. Josh Wood (Yam); 3. Mike Wander (Hon); 4. Jacob Creech (Suz); 5. Charles Hicks (Suz).

125 D: 1. Josh Montgomery (Hon); 2. Mark Hall (Kaw); 3. Brett Figured (Yam); 4. Brian King (Hon); 5. David Broadhurst (Kaw).

SCHBY: 1. Anthony Burkett (Yam); Travis West (Hon); 3. Jason Laplante (Suz).

250 A: 1. Mitchell Hodges (Kaw); 2. Bobby Stovall (Kaw); 3. Chad Newton (Suz); 4. Chris Anstead (Kaw); 5. Scott Shipley (Hon).

250 B: 1. Nick McAllister (Kaw); 2. Nelan McFarland (Hon); 3. Wayne Gian (Hon); 4. Shawn Auteri (Kaw).

250 C: 1. Stephen Benny (Yam); 2. Bryan Stevens (Kaw); 3. Jeremy Watson (Hon); 4. Glenn Cambell (Hon); 5. Tony Turner (Yam).

250 D: 1. Kenneth Hicks (Kaw); 2. Shaun Howerton (Kaw); 3. Jon Bear (Yam); 4. Jim Ley (Kaw); 5. Dewey Pruitt (Hon).

25+ A: 1. Scott Shipley (Hon); 2. James Coy (Yam); 3. Allen Alford (Suz); 4. Chuck Green (Suz); 5. Doug Neighbors (Hon).

25+ B: 1. Ken Pruett (Hon); 2. Nelan McFarland (Hon); 3. Brandon Williams (Hon); 4. Russ Pickett (Hon); 5. David Florence (Kaw).

25+ C: 1. Stephen Benny (Yam); 2. Todd Marshall (Kaw); 3. Dwayne Thompson; 4. Charles Flanagan (KTM); 5. Paige Caviness (Hon).

30+ A: 1. Scott Shipley (Hon); 2. Vann Gibson (Hon); 3. Sidney Williams (Kaw); 4. Allen Alford (Suz); 5. Ricky Joyce (KTM).

30+ B: 1. Sandy Fulk (Suz); 2. Russ Pickett (Hon); 3. Tyler Webb (Suz); 4. Marshall Finch (Kaw); 5. Jeff Earls (Kaw).

35+: 1. Sonny Mitchell (Suz); 2. David Hobson (Yam); 3. Nick Allen (KTM); 4. Marshall Finch (Kaw); 5. Denny Prilliman (Kaw).

40+: 1. Sonny Mitchell (Suz); 2. Mark Smith (Suz); 3. Greg Driscoll (Suz); 4. Auman Parrish (Hon); 5. William Bryant (Yam).

U/L: 1. Nick McAllister (Kaw); 2. Jason Ring (KTM); 3. Eric Cox (Yam); 4. Shawn Auteri (Kaw); 5. Jacob Creech (Suz).

OPEN AM: 1. James Goin (KTM); 2. Hilton Davis (Hon); 3. John Moore (Hon); 4. Tom Haar (Hon).

Carlinger conquers Knob Noster HS

By Frank Leivan

KNOB NOSTER, MO, AUG. 17

Chris Caplinger recorded his second win of the season at round 12 of the Missouri Hare Scrambles Championship.

The Spare Parts Motorcycle Club laid out a 10.8-mile course that was covered with three-quarters of an inch of rain early Sunday morning. The early laps were slippery in some sections, but as the race wore on, traction was good and the course stayed fairly free of bottlenecks.

Chris Thiele emerged from the first creek crossing with the lead, followed closely by Mike Windmann. These two soon began to open a lead on the rest of the AA field. Caplinger was bringing up the rear of the class, but not for long. Thiele opened up a 20-second lead near the seven-mile mark over Windmann, and Caplinger moved up to third another 20 clicks back. Near the end of the first lap, Thiele chose a wrong line and ended up off course and lost considerable time. The running order after the first lap was Windmann, Caplinger, Chad Busenbark and Ken Yount.

Caplinger moved into the lead on lap two, but was unable to make a break from Windmann, who was enjoying a career-best ride. Caplinger completed lap two 15 seconds up on Windmann. Thirty-four seconds later came Busenbark, followed nine seconds later by Yount, who in turn had only a second on Thiele. Thiele's day would end at the start of lap three as he tried to pass Yount in a creek crossing. Blinded by the spray of Yount's machine, Thiele slammed into the bank and drowned his bike.

On lap three, Busenbark began a charge toward the front. Yount stayed within about 30 seconds of Busenbark. The leaders of the A class, Jamie Jennings and Chris Nesbitt, were still within reach of the overall after the third lap.

Caplinger never allowed Busenbark to move ahead. The winning margin at the conclusion of the fourth and final lap was a mere two seconds. Windmann took third, 36 seconds behind Busenbark. Yount rode in 28 seconds later to claim fourth. A-class winner Nesbitt picked up the pace on the final lap to take fifth.

Results

O/A: 1. Chris Caplinger (ATK); 2. Chad Busenbark (Yam); 3. Mike Windmann (KTM); 4. Ken Yount (Yam); 5. Chris Nesbitt (Yam).

AA: 1. Chad Busenbark (Yam); 2. Mike Windmann (KTM); 3. Ken Yount (Yam); 4. Brock Busenbark (Yam); 5. Chris Thiele (Kaw).

A: 1. Chris Nesbitt (Yam); 2. Jamie Jennings (Yam); 3. Matt Pursley (Hus); 4. Bart Williams (KTM); 5. Charles Thiele (Kaw).

125 B: 1. Joby Windmiller (Yam); 2. Kurt Eibell (Yam); 3. Grady Ahton (Yam); 4. Corey Vuragnioux (Hon); 5. Chris Makory (Hon).

200 B: 1. Gary Mittelberg (Kaw); 2. John Stout (Kaw); 3. Robert Armon (Kaw); 4. David McNear (Kaw); 5. Jeremy Altis (Kaw).

250 B: 1. Dale Rector (Yam); 2. Karl Gallette (Yam); 3. Chris Goodall (Yam); 4. Kevin Betts (Kaw); 5. Jake Bishop (Yam).

250 C: 1. Collin Sheridan (Yam); 2. Kurt Smith (Yam); 3. Mike Guffey (Yam); 4. Bryan Roy (Kaw); 5. Ryan Bushy (Hon).

OPEN B: 1. Tom Prenger (KTM); 2. John Newberry (KTM); 3. Matt Coffman (KTM); 4. Tony Kirkup (KTM); 5. J.R. Hansen (KTM).

4-STRK B: 1. John Yarnell (Hon); 2. Les Busenbark (Hon); 3. Neal Vanway (Hon); 4. Randy Dennis (Hon); 5. Joseph Armon (Hon).

VET: 1. Dave Berry (Suz); 2. Jay Williams (Yam); 3. Dale Gulley (Yam); 4. Jon Simons (Yam); 5. Rick Daubenspeck (Suz).

SR: 1. Mike Burkhart (Hon); 2. William Guffey (Yam); 3. Andy Nored (Kaw); 4. Jimmy Jones (Kaw); 5. Randy Harris (Yam).

S/SR: 1. Bob Jones (Kaw); 2. Rick Carpenter (KTM).

JR: 1. Robert Duncan (Yam); 2. Levi Rawson (Yam); 3. Brandon Forrester (Yam); 4. Zack Mabery (Hon); 5. Casey Hinkle (Suz).

TR: 1. Rod Bushy (Kaw); 2. John Raynes (Kaw); 3. Chris Pfountz (Kaw); 4. Eric Bush (Yam); 5. Craig Delug (Suz).

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(Above) Chris Wheeler (586) managed to edge out Jiri Dostal (147) in the 250cc Expert class, but Dostal managed to win the 125cc Expert division at the CMMC Mini Nationals in Ramona, California.
(Right) Marcus Hedrick soared to a pair of 250cc Pro main-event wins in Greensboro, North Carolina.

Wheeler wins CMMC Mini Nationals MX

By Homer Eubanks
Photo by Once Upon a Time

RAMONA, CA, AUG. 29-31
Pit Pro/Suzuki/FMF-backed Chris Wheeler dominated the 250cc Pro ranks with wins in both motos at the California Mini Motorcycle Club's (CMMC) 12th annual Mini Nationals at Barona Oaks Raceway. This annual event is used by the nonprofit organization to disseminate the season's profits. Prizes this year tallied nearly $30,000, which was split among the 259 riders broken into 36 classes throughout the three-day extravaganza. Besides the high-caliber motocross action provided, the event proved to be a manufacturer/distributor showcase, and those in attendance were also treated to evening entertainment in the form of a disc jockey, as well as a dunk tank and games.

Wheeler got off the line first in moto one and used the clear track to his advantage as he distanced himself from Motoworld/ZLT/FMF-backed Dustin Nelson, who was busy holding off Applied/Bill's Pipes/Zing-backed Tim Beatty. Beatty remained a threat to Nelson for several laps but, in the end, Nelson was able to pull ahead for a solid second-place finish. Wheeler then won the second moto to lock up the overall win ahead of Nelson and Beatty.

Wheeler also took repeat wins in the 125cc (16-25) Open division. Wheeler then looked as if he would make a clean sweep of his events by winning the first 125cc Expert moto. However, in the second round, Wheeler saw Pro Circuit/Spy/Suzuki-backed Jiri Dostal get off the line first. Dostal held the lead throughout the race, with Wheeler closing in with each lap. With two laps to go, Wheeler made his move in a tight left-hander after a triple. Wheeler cut inside, only to get his front wheel crossed up, which caused Wheeler to step over the bars on his way to the ground. Wheeler remounted for second but Dostal was long gone, earning the overall win over Wheeler and Andy Harrington.

NCY/Alpinestars/Thor-sponsored Sean Hamblin easily took home the 80cc Expert cash but, while riding out front, missed the great racing action between RP Racing/JT/Gatorz-backed Billy Laninovich and Bell/R&D Racing/Thor-sponsored Ross Garcia. In the first round, Garcia edged out Laninovich, but when the gate dropped in the next round, things really heated up.

Laninovich got the early jump, with Garcia shadowing him closely. Garcia was able to pull alongside Laninovich and actually take the lead near the end of the moto. Laninovich retook the position the final time by hammering through the whoops and, once out front, Laninovich quickly put some breathing room between himself and Garcia.

In Supermini action, Garcia came out on top with a 2-1 showing. Laninovich edged out Garcia in the first moto and also battled with Sean Hamblin until Hamblin retired with mechanical woes. In the second moto, Garcia got out front early and left Laninovich to race with Hamblin. At the checkered flag, it was Garcia, Hamblin and Laninovich. Laninovich's 1-3 score earned him second overall.

Results

INTRO TO MX: 1. Aaron Breid (Kaw); 2. Matt Weiss (Kaw); 3. David Kunkel (Hon); 4. Taylor Jones (Kaw); 5. Trent Lewis (Yam).

P/W F/T: 1. Dylan Schmoke (Yam).

P/W (0-6) STK: 1. Michael Hall (KTM); 2. Roberto Jiron (Cob); 3. Matthew Sani (KTM); 4. Steven Lewis (KTM); 5. Christopher Loonsbury (KTM).

P/W (0-6) MOD: 1. Roberto Jiron (Cob); 2. Michael Hall (KTM); 3. Matthew Sani (KTM); 4. Alan Jiron (Lem).

P/W (7-8) STK: 1. Buddy Bruner (Cob); 2. Cole Seely (Act); 3. Steven Cerda (KTM); 4. Bryce Terzian (KTM); 5. Clayton Murillo (Cob).

P/W (7-8) MOD: 1. Buddy Bruner (Cob); 2. Bryce Terzian (KTM); 3. Clayton Murillo (Cob); 4. Michael Mason (Act); 5. Tylor Hemme (Cob).

60 (0-8) STK: 1. Edward Herring (Kaw); 2. Chase Takacs (Kaw); 3. Mark Proscelle (Kaw); 4. Steven Cerda (Kaw); 5. Cole Seely (Kaw).

60 (9-11) STK: 1. Mike Alessi (Kaw); 2. Ryan Beat (Kaw); 3. Kelly Tedder (Kaw); 4. Daniel Sani (Kaw); 5. Ivan Shultz (Kaw).

60 (0-8) MOD: 1. Chase Takacs (Kaw); 2. Mark Proscelle (Kaw); 3. Cody Bradbury (Kaw).

60 (9-11) MOD: 1. Ryan Beat (Kaw); 2. Daniel Sani (Kaw); 3. Kelly Tedder (Kaw); 4. Ivan Shultz (Kaw); 5. Sean Borkenhagen (Kaw).

80 BEG: 1. Kevin Breid (Yam); 2. Tyler Roberts (Yam); 3. Justin Noble (Kaw); 4. Kenny Laninovich (Yam); 5. Jimbo Bradbury (Hon).

80 (9-11) STK: 1. Ryan Beat (Hon); 2. Mike Alessi (Kaw); 3. Jared Brown (Suz); 4. Nick Davis (Yam); 5. Charlie Morrison (Kaw).

80 NOV STK: 1. Steve Mertens (Yam); 2. Vito Casillas (Yam); 3. Richard Albach (Yam); 4. Shaun Connelly (Suz); 5. David Meyers (Hon).

80 (9-11) MOD: 1. Charlie Morrison (Kaw); 2. Dylan Miles (Yam); 3. Cory McDaniel (Yam); 4. Jared Browne (Suz); 5. Brant Unger (Kaw).

80 NOV MOD: 1. Steve Mertens (Yam); 2. Jason Carlton (Suz).

80 INT: 1. Jesse Casillas (Yam).

S/MINI: 1. Ross Garcia (Yam); 2. Billy Laninovich (Yam); 3. Dustin Watson (Suz); 4. Bobby Romero (Kaw); 5. Sean Hamblin (Yam).

80 EXP/INT: 1. Sean Hamblin (Yam); 2. Billy Laninovich (Yam); 3. Ross Garcia (Yam); 4. Dustin Watson (Suz); 5. Jesse Casillas (Yam).

125 BEG: 1. Joshua Tupa (Hon); Jennifer Nelson (Kaw); 3. Radovan Pantovich (Kaw); 4. Brent Harden (KTM); 5. Peter Leo (Suz).

125 (12-15): 1. Bryan McGavran (Yam); 2. Brandon Morgan (Yam); 3. Logan Masterson (Yam); 4. John Hopkins (Suz); 5. Matt Condon (Yam).

125 (16-25): 1. Chris Wheeler (Suz); 2. Jiri Dostal (Suz); 3. Andy Harrington (Yam); 4. Dustin Nelson (Yam); 5. Lanny Turner (Hon).

125 NOV STK: 1. Greg Chimits (Yam); 2. Logan Masterson (Yam); 3. Derek Chase (Yam); 4. Jake Elkins (Kaw); 5. Jon Meyers (Kaw).

125 NOV MOD: 1. Logan Masterson (Yam); 2. Joshua West (Suz); 3. Richard Wickham (Suz); 4. Brian Masterson (Yam); 5. Derek Chase (Yam).

125 INT: 1. Bryan McGavran (Yam); 2. Lanny Turner (Hon); 3. Dusty Walters (Yam); 4. Brandon Morgan (Yam); 5. Michael Sleeter (Yam).

125 EX: 1. Jiri Dostal (Suz); 2. Chris Wheeler (Suz); 3. Andy Harrington (Yam); 4. Dustin Nelson (Yam); 5. Angelo Ingrande (Hon)

250 NOV: 1. Carl Chase (Kaw); 2. Bob Zinger (Suz); 3. Mitchell Baily (Kaw); 4. John Mesa (Kaw); 5. Ryan Needles (Hon).

250 INT: 1. Kenny Terracciano (Kaw); 2. Daniel Nichols (Hon); 3. Shawn Ellis (Yam); 4. Steve Yurkovic (Kaw); 5. Manny Arias (Hon).

250 EX: 1. Chris Wheeler (Suz); 2. Dustin Nelson (Yam); 3: Tim Beatty (Kaw); 4. George Hammel (Yam); 5. Angelo Ingrande (Hon).

WMN: 1. Jamie Panintuan (Hon); 2. Jennifer Nelson (Kaw); 3. Candice Motshagen (Hon); 4. Staci Ellis (Yam); 5. Sara Laninovich (Kaw).

OLD PHARTS A (26-29): 1. Jeff Walters (Yam); 2. Chris Gomez (Hon).

OLD PHARTS A (30-34): 1. Chris Swift (Suz); 2. Randy Rush (Hon).

OLD PHARTS B (25-29): 1. Mickey Rogers (Yam).

OLD PHARTS B (30-34): 1. John Washburn (Kaw); 2. Jeff Hatch (Yam); 3. Rob Mendenhall (Kaw); 4. Ken Wilson (KTM); 5. Dean Herrera (Suz).

OLD PHARTS B (35-39): 1. Ron Howell (Yam); 2. Kevin Barnet (Kaw).

OLD PHARTS B (40+): 1. Frank Hamlett (Hon); 2. Randy Sutton (Hon); 3. Chuck Fox (Suz).

Hedrick heads up Greensboro MX

By Jay and Sharon Hauser

GREENSBORO, NC, AUG. 29-30
Marcus Hedrick scored two 250cc Pro main-event wins in the final weekend of the Greensboro Stadium-Style Motocross Racing Series.

Hedrick kept his Winters Marketing/Answer/Dunlop-backed Suzukis at the head of the field throughout the weekend. On Friday, he not only recorded the 250cc Pro main win, but also nabbed both heat-race wins earlier in the evening.

The Saturday night main event was, without a doubt, the best race of the entire series. Kawasaki-Suzuki of Durham's Bobby Stovall took control with the holeshot and held it till the third lap. Stovall had found a low line over one of the jumps in 125cc racing, but by the time the 250s rolled around the track, workers had filled the low spot. When Stovall moved a little too much to the outside in that corner, it took him off guard and he was out on the pavement and back in seventh in a hurry.

William Wilson, a friend and neighbor of Hedrick, took over the lead when Stovall went sour and appeared to have a pretty comfortable lead over Alford and Honda-mounted Chris Wagner for the next few short laps. While Wilson was trying to break away, a very determined Hedrick was quickly working through the field. Hedrick caught and passed Wilson with only a half lap to go and the crowd went crazy. Alford held on for an excellent top-three ride, while Stovall had to settle for fourth, ahead of Wagner.

Wilson was unstoppable aboard the 125cc machines on Friday night and rode to a hard-fought win in the 125cc Pro over Stovall and Hedrick. Stovall would prevail in the Saturday night main with a narrow win over Wilson. Hedrick went down early and would have to play catch-up the entire race. As the moto came to a close, it was all Hedrick could do to wrestle third place away from the battling pair of David Price and Allen Alford. Alford would slip one more spot, allowing James Coy to move past and take fifth behind Price by moto's end.

Results

Friday

50 (4-6): 1. Ryan Smith (KTM); 2. Ian Terrel (KTM); 3. Ryan Zimmer (KTM); 4. Damon Goin (Yam); 5. Randy Sizemore (Cob).

50 (7-8): 1. Charles Holland (Cob); 2. Rickey Sizemore (Cob).

60 (10-11): 1. Stephen Martin (Kaw); 2. Zach Turner (Kaw); 3. Mickey Rhemark (Kaw); 4. Rickey Sizemore (Kaw).

80 (7-11): 1. Stephen Martin (Kaw); 2. Dean Day (Yam).

80 (12-15): 1. Brian Whiteside (Hon).

80 D: 1. Nick Pass (Suz); 2. Johnny Robertson (Kaw); 3. Brandon Engle (Suz); 4. Wes Frazier (Hon); 5. Joey Washburn (Hon).

S/MINI: 1. Dean Day (Yam).

125 PRO: 1. William Wilson (Yam); 2. Bobby Stovall (Kaw); 3. Marcus Hedrick (Suz); 4. Allen Alford (Hon); 5. Chris Wagner (Hon).

125 B: 1. Brian Hunsucker (Hon); 2. Jason Crawford (Suz).

125 C: 1. Chad Wilkerson (Yam); 2. Tommy Basden (Hon); 3. Jimmy Long (Hon); 4. Jamie Dineen (Hon); 5. Michael Power (Kaw).

125 D: 1. Andy Foster (Yam); 2. Edward Cobb (Yam); 3. Ralph Conzales (Hon); 4. James McGlynn (Hon); 5. Johnny Calhon (Kaw).

250 PRO: 1. Marcus Hedrick (Suz); 2. Bobby Stovall (Kaw); 3. William Wilson (Yam); 4. Allen Alford (Suz); 5. Donnie Foster (Suz).

250 B: 1. Jason Baldwin (Suz).

250 C: 1. Bryan Stevens (Kaw); 2. Kyle Stover (Yam); 3. Jeff Day (Yam); 4. Gray King (Hon).

250 D: 1. Danny Kennedy (Hon); 2. Aaron Ennis (Kaw); 3. T.J. Fairbanks (Hon).

30+ A: 1. Vann Gibson (Hon).

30+ B/C: 1. Steven Simpson (Kaw); 2. Keith Hicks (Suz).

35+: 1. James Frazier (Hon).

Saturday

50 (4-6): 1. Ian Terrel (KTM); 2. Tyler Bright (KTM); 3. Ryan Zimmer (KTM); 4. Damon Goin (Yam).

50 (7-8): 1. Seth Brown (Cob); 2. Charles Holland (Cob); 3. Brad Haar (KTM); 4. C.W. Brim (KTM); 5. Rickey Sizemore (Cob).

60 (7-9): 1. Kristen Power (Kaw); 2. Rickey Sizemore (Kaw); 3. Mickey Rhemark (Kaw).

60 (10-11): 1. Stephen Martin (Kaw); 2. Derrick Gause (Kaw).

80 (7-11): 1. Stephen Martin (Kaw); 2. Derrick Gause (Kaw); 3. Daniel Parlier (Suz).

80 (12-15): 1. Bryan Nickleston (Kaw); 2. Brian Whiteside (Hon); 3. Phillip Shields (Hon).

80 D: 1. Brandon Engle (Suz); 2. Brad Nickleston (Yam); 3. Johnny Robertson (Kaw); 4. Joey Washburn (Hon); 5. Daniel Clontz (Yam).

S/MINI: 1. Brian Whiteside (Hon); 2. Phillip Shields (Hon).

125 PRO: 1. Bobby Stovall (Kaw); 2. William Wilson (Yam); 3. Marcus Hedrick (Suz); 4. David Price (Yam); 5. James Coy (Yam).

125 B: 1. Scott Worden (Suz); 2. Chris Gillespie (Suz); 3. Michael Davis (Yam); 4. Mike Brown (Kaw).

125 C: 1. Matt Whiteside (Hon); 2. Chad Wilkerson (Yam); 3. Jamie Dineen (Hon); 4. Clifford Cobb (Yam); 5. Greg Sumner (Suz).

125 D: 1. Josh Montgomery (Hon); 2. Andreas Schmidt (Suz); 3. Chris Rickard (Hon); 4. Andy Foster (Yam); 5. Cole Tucker (Hon).

250 PRO: 1. Marcus Hedrick (Suz); 2. William Wilson (Yam); 3. Allen Alford (Suz); 4. Bobby Stovall (Kaw); 5. Chris Wagner (Hon).

250 B: 1. Matthew Freed (Suz); 2. Mike Brown (Kaw).

250 C: 1. Bryan Stevens (Kaw); 2. Gray King (Hon); 3. Stephen Benoy (Yam); 4. Rodney Pilson (Hon); 5. Doug Hollen (Hon).

250 D: 1. Kenneth Hicks (Kaw); 2. Aaron Harmon (Suz); 3. Larry Draughn (Hon); 4. Michael Davidson (Yam); Jeff Kidd (Suz).

25+ A: 1. James Coy (Yam).

25+ B/C: 1. Scott Worden (Suz); 2. Kyle Stover (Yam); 3. Greg Sumner (Suz).

30+ A: 1. Barry Nelson (Hon); 2. Tim Mantooth (Hon).

35+: 1. Bruce Cooke (Suz); 2. Mike Bodenhamer (Suz).

Brown blitzes Las Vegas MX

By Dick Goodwin

LAS VEGAS, NV, AUG. 30
MC Central's Ryan Brown bested a stellar field of 60cc (9-11) riders at the Las Vegas Motocross Club's Saturday night Motocross. Brown took the overall title in the combined 60cc race, which featured hotshoes from several states, as well as some stiff local talent.

Brown blasted his FMF-sponsored KX into the first corner just ahead of Sierra Air's Taylor Gilmore and Jared Partridge. Gilmore wailed past in the back section for the lead while Brown had his hands full holding off Partridge, Hawaii's Shane Patao and Cedar City, Utah, rider Brandon Kealamaia. Gilmore began stretching and Partridge was just hammering on Brown, trying everything he could to find a way into second. Gilmore kept the heat on and cashed in with a first-place finish. Brown and Partridge continued their duel for the rest of the race, with Brown gaining the edge at the finish line. Patao finished a close fourth.

Brown was the blur at the head of the pack rounding the first turn to start race two, with Gilmore and Kealamaia glued to his rear fender. The action was even wilder than in race one, as Patao and Partridge joined the fray. Gilmore went down hard and rejoined the race in 10th. The top four stayed ultra-competitive for the next couple of laps. Patao was the next to take a soil sample, leaving Brown, Partridge and Kealamaia to fight over first - and fight they did, all the way to the finish line, with Brown just edging out Partridge, who just edged Kealamaia. Brown's win earned him the overall crown, while Kealamaia and Patao captured second and third overall.

Results

P/W (4-6) B: 1. Andrew Iovino (Lem); 2. Nicholas Renzi (Lem); 3. Tommy Hewlett (Yam); 4. Cory Sibley (Lem); 5. Adam Essex (Yam).

P/W (7-8) B: 1. Kurtis Murphy (Yam); 2. Bryce Tenbrink (KTM); 3. Kyle Lewis (Act); 4. Justin Fosmo (Hon); 5. Jeremy Sudbury (KTM).

P/W (4-6) A: 1. Travis Leavitt (KTM); 2. Tony Caputo (KTM); 3. Ronnie Goodwin (Act).

P/W (7-8) A: 1. Matt Harrison (KTM); 2. Chris Pennewell; 3. Rocky DiAntonio (KTM).

60 BEG (6-8): 1. John Kennington (Kaw); 2. Sean Thompson (Kaw); 3. Matt Harrison (Kaw).

60 BEG (9-11): 1. Jeremy Asquith (Kaw); 2. Chase Walker (Kaw); 3. Jacob Jones (Kaw); 4. Victor Bonacci Jr. (Kaw); 5. Frankie Iovino (Kaw).

60 JR (6-8): 1. Jared Partridge (Kaw).

60 JR (9-11): 1. Ryan Brown (Kaw); 2. Brandon Kealamaia (Kaw); 3. Shane Patao (Kaw); 4. Chris Renzi (Kaw); 5. Kyle Chamberlain (Kaw).

80 BEG (0-11): 1. Jesse Brattain (Hon); 2. Erik Hodges (Suz); 3. Jeffrey Page (Kaw); 4. Matt Reincke (Hon); 5. Douglass Williams.

80 BEG (12-16): 1. Michael Henry (Kaw); 2. Jimi Harris (Hon); 3. Matt Sibley (Suz); 4. Michael Downey (Hon); 5. Michael Estes (Hon).

80 (0-11): 1. Kyle Partridge (Suz); 2. Ty Morrow (Kaw); 3. Michael Parker (Hon); 4. Taylor Gilmore (Suz).

80 (12-13): 1. Kevin Roberts (Hon); 2. Derek Costella (Hon); 3. Kappy Kealamaia (Kaw); 4. Chance Bulloch.

80 S/MINI: 1. Dane Patao (Kaw); 2. Joey Page (Kaw); 3. Kenny Brumley (Kaw).

125 BEG: 1. Dave Munoz (Hon); 2. Mah Mongean (Kaw); 3. Tim Parsons (Hon); 4. Mike Walker; 5. Mitch Libonati (Kaw).

125 NOV: 1. Brian Jones.

125 INT: 1. Jason Burton (Suz); 2. Matt Hopkins (Hon).

125 PRO: 1. Monte Montague.

250 NOV: 1. Charley Rennie (Kaw); 2. John Steele (Kaw); 3. Justin Geng (Yam); 4. Travis Mickle (Kaw); 5. Kevin Bailey (Suz).

250 PRO: 1. Frankie Villegas (Hon); 2. Jason Partridge (Suz).

25+ OPEN: 1. John Edwards (Suz); 2. Kevin Bailey (Suz); 3. Scott Trombly (Kaw).

30+ OPEN: 1. Sparky Sparks; 2. Rusty Whipple (KTM); 3. Duane Holt (Hon); 4. Luke Taylor (Kaw).

MSTR BEG: 1. Richard Bjostrom (Hon); 2. Greg Stephens (Hon); 3. Doug Williams (Hon); 4. Mike Walker; 5. John Meshkoff (Kaw).

MSTR NOV: 1. Paul Novak (TM); 2. Keith Dean (Kaw).

FIREMEN: 1. Kevin Steele (Hon); 2. Bennie Brown (Hon); 3. Roger Carsten (Kaw); 4. Bradley Hannig (Hon).

Youngsters shine at SVCC Short Track

By Brad Letcher

SIOUX FALLS, SD, AUG. 16

The younger talent of the Sioux Falls, South Dakota, area became the big stars at the Short Track event held at Saddleback Raceway, as the hard-charging Tony Bissel took the Mini 60cc main-event win. With the usual suspects taking wins in the Pro classes, the support classes proved to outshine the big boys with some bar-banging excitement.

The main events started out with the Mini 50cc class holeshot going to Jeremiah Feigen. Tory Baure, Matt Linquist and Kolby Rogman were hounding the Yamaha-mounted Feigen as the pack came out of turn two. Alex Jorgensen found himself in sixth place after the first lap, but would join the tight battle at the front soon after. Linquist moved around Baure on the second lap as Jorgensen moved up another place. The fourth lap proved costly for Baure, as a small mistake dropped him to fifth as Rogman and Jorgensen both slipped past. Jorgensen also got past Rogman and into third. Feigen took the checkers as Linquist held off Jorgensen for second.

The best race of the night was not in the bigger classes, but in the Mini 60cc class. As the all-Kawasaki-mounted field left the line screaming like a bunch of mad bumblebees, Nick Buol grabbed the holeshot. Tony Bissel, Colton Trende and Jacob Ahl were wheel to wheel as they rounded turn four, heading for the first-lap green flag. The leader, Buol, crashed in turn two and the pack scrambled to miss the fallen rider. Bissel found himself in the lead, with Trende and Ahl trying to find the fastest line around him. The crowd was on its feet as Bissel, Trende and Ahl were joined at the front by Becky Reinke. This pack of riders battled two, three and sometimes four wide trying to get to the front. At the end of the third lap, Trende jumped out front, followed closely by Bissel, Ahl and Reinke. Soon after, though, the pack swallowed up the leader as Bissel found his way to the lead again. The crowd roared, as not even the scorers could tell who was leading as the race neared the end. With the white flag waving, any of the top four riders had a shot at the win. A small slip caused Reinke to go down, and Bissel held the lead as Ahl jumped into second, with Trende alongside. The drag race out of turn four found Bissel taking the win, shadowed by Ahl and Trende. CN

Results

MINI 50: 1. Jeremiah Feigen (Yam); 2. Matt Linquist (Act); 3. Alex Jorgenson (Hon); 4. Kolby Rogman (Yam); 5. Anthony Baure (Hon).

MINI 60: 1. Tony Bissel (Kaw); 2. Jacob Ahl (Kaw); 3. Colton Trende (Kaw); 4. Jesse Frost (Kaw); 5. Nick Buol (Kaw).

MINI 80: 1. Ryan Deighton (Hon); 2. Gerod Olivier (Kaw); 3. Danielle Beving (Kaw); 4. Mitchell Kenyon (Hon); 5. Jacob Ahl (Kaw).

SM ENG: 1. Mike Gregory (Kaw); 2. Ryan Kraai (Yam); 3. Ryan Deighton (Hon); 4. Danielle Beving (Kaw); 5. Bill Frantz (Yam).

OPEN A: 1. Charlie Langland (Hon); 2. Verlon Langland (Hon); 3. Dick Veenker (Hon).

OPEN A TT: 1. Greg Dougherty (Hon); 2. Jon Seaton; 3. Verlon Langland (Hon); 4. Ryan Kraai (Yam); 5. Joe Bechtold (Suz).

250 PRO: 1. Dusty Faulds (Hon); 2. Brad Letcher (Hon); 3. C.J. Beving (Hon).

OPEN PRO: 1. Dusty Faulds (Rtx); 2. Bob Anderson (Hon); 3. C.J. Beving (Hon); 4. Brad Letcher (Hon).

OPEN PRO TT: 1. Dusty Faulds (Hon); 2. Brad Letcher (Hon); 3. C.J. Beving (Kaw).

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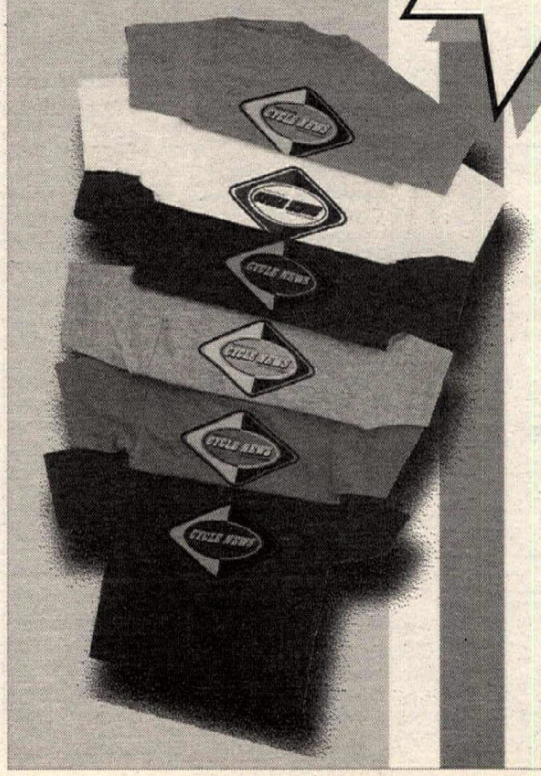

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The Ultimate 30+ Vet MX Club Info: (909) 444-9411

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
9/28 Sentul, Indonesia, Rnd 14
10/5 Phillip Island, Australia, Rnd 15

World Superbike Championship Series
9/21 Albacete, Spain, Rnd 10
10/5 Sugo, Japan, Rnd 11
10/12 Sentul, Indonesia, Rnd 12

World Supersport Championship
9/21 Albacete, Spain, Rnd 9
10/5 Sugo, Japan, Rnd 10
10/12 Sentul, Indonesia, Rnd 11

World Endurance Road Race Series
9/20-21 Bol d'Or, France, Rnd 4

Trials des Nations
9/27 Isle of Man

FIM World Supercross Championship
11/2 Barcelona, Spain, Rnd 1
11/7-9 Paris, France, Rnd 2, 3, 4
11/23 Tokyo, Japan, Rnd 5
11/30 Osaka, Japan, Rnd 6
12/5-6 Geneva, Switzerland, Rnd 7, 3

World Championship Speedway Qualifier Series
10/5 Wiener-Neustade, Austria

World C'ship Individual Speedway Grand Prix Series
9/20 Vojens, Denmark, Rnd 6

AMA Superbike National Championship
10/3-5 Las Vegas, NV, Rnd 10

AMA Grand National Championship Series
9/20 TBA, Rnd 21
9/27 Sacramento, CA, Rnd 22
10/4 Las Vegas, NV, Rnd 23
10/12 Del Mar, CA, Rnd 24

AMA National Championship Enduro Series
10/26 Delaware City, DE, Rnd 9

AMA National Championship Hare & Hound Series
9/21 Yerington, NV, Rnd 4
10/12 Oreanna, ID, Rnd 5
10/26 Lucerne Valley, CA, Rnd 6
11/1 Wells, NV, Rnd 7
Info 614/891-2425

AMA National Championship Hare Scrambles Series
9/28 Henryetta, OK, Rnd 7
10/12 Lynnville, IN, Rnd 8
11/9 Kent, WA, Rnd 9

AMA Grand National Cross Country Series
9/21 Mount Morris, PA, Rnd 10
10/5 Crawfordsville, IN, Rnd 11
10/19 Lisbon, OH, Rnd 12
10/26 Alton, VA, Rnd 13
Info 304/284-0084

AMA Fall Classic/Eastern Four-Stroke Nat'l MX Series
9/20-21 Danville, VA
9/27-28 Buchanan, MI
10/4-5 London, KY
10/11-12 Casey, IL
10/18-19 Blountville, TN
11/1-2 Society Hills, SC

AMA National Championship Hillclimb Series
9/21 Middlebury, IN, Rnd 10
9/28 Jefferson, PA, Rnd 11
10/12 Oregonia, OH, Rnd 12

AMA/District 34/MSC C'ship Motocross Series
9/21 Modena, NY
9/28 Walden, NY
10/5 Modena, NY
10/12 Modena, NY
10/19 Walden, NY
10/26 Modena, NY
11/2 Modena, NY
11/9 Walden, NY
Info 518/828-6149

AMA/Grand Championship Pro-Am Series
9/20 Danville, VA
Info 804/724-4392

AMA/U.S. Eastern Pro-Am Motocross Fall Series
9/20 Danville, VA
10/5 Dillwyn, VA
10/12 Elizabeth City, NC
10/19 Danville, VA
11/2 Dillwyn, VA
11/16 Danville, VA
Info 804/724-4392

AMA/Best of Georgia C'ship Motocross Series
9/21 Breman, GA
9/28 Roberta, GA
10/5 Dalton, GA
10/12 Macon, GA
11/9 Macon, GA
Info 912/788-0413

AMA/Prostar Drag Racing Series
10/4-5 Columbus, OH, 6
11/13-16 Gainesville, FL, Rnd 7

IDBA Motorcycle Nationals
9/27-28 Greensboro, NC, Rnd 5
10/18-19 Memphis, TN, Rnd 6

AMA North Eastern Cross Country Series
9/21 TBA
10/12 South Edmonsten, NY
11/2 Palmyra, NY
Info 800/335-3833

AMA Virginia Flat Track State Championship Series
10/19 Danville, VA
11/16 Danville, VA
Info 804/836-0710 or 804/724-4392

AMA/District 36 Enduro Series
10/12 Redding, CA, Rnd 9
10/19 Stonyford, CA, Rnd 10
10/26 Elkins Flat, CA, Rnd 11
11/1 Upper Lake, CA, Rnd 12
11/9 Stonyford, CA, Rnd 13
11/16 Ballinger Canyon, CA, Rnd 14
Info 408/281-3805

AMA/District 36 Family Enduro Series
11/23 Stonyford, CA
11/29 Foresthill, CA
Info 408/281-3805

AMA Missouri Hare Scrambles Championship
10/5 Park Hills, MO
Info 417/537-8406

AMA/District 36 Amateur/Youth Dirt Track C'ship Series
9/20 Lodi, CA, Rnd 38, 39
10/4 Lodi, CA, Rnd 40, 41
10/11 Lodi, CA, Rnd 42, 43
10/18 Lodi, CA, Rnd 44
10/19 Lodi, CA, Rnd 45
Info 209/368-7182

AMA/District 36 Vintage Dirt Track Championship Series
9/20 Lodi, CA, Rnd 38, 39
10/4 Lodi, CA, Rnd 40, 41
10/11 Lodi, CA, Rnd 42, 43
10/18 Lodi, CA, Rnd 44
10/19 Lodi, CA, Rnd 45
Info 209/368-7182

AMA National Dual Sport Trail Ride Series
9/27-28 Elizabeth, WV
9/27-28 Phoenix, AZ
10/4-5 St. George, UT
10/4-5 Mount Solon, VA
10/11-12 Angels Camp, CA
10/18-19 McArthur, OH
11/28-29 Los Angeles, CA

AMA/District 36 Cross Country Series
9/21 Yerington, NV, Rnd 14
10/5 Rescheduled in 1998
11/16 Prairie City, CA, Rnd 15
11/16 Moved to National, Feb 1998
11/29 Lovelock to Femly, NV, Rnd 16
Info 408/294-3438

AMA/District 37 Dual Sport Ride Series
9/20-21 Ridgecrest, CA
9/28 Lake Silverwood, CA
10/4-5 Bishop, CA
10/11-12 St. George, UT
10/11-12 Lebec, CA
10/19-25 Ridgecrest, CA
11/1-2 Death Valley, CA
11/16 Riverside, CA
11/28-29 Azusa, CA (LA-B to V)
12/28 Mojave, CA
Info 818/249-2141 (3,1)

AMA/District 37 Big 6 Grand Prix Series
10/4-5 San Bernardino, CA, Rnd 5
11/1-2 Gorman, CA, Rnd 6
Info 909/678-0419

AMA U.S. Mega Series
9/21 Forest City, NC
9/28 Blountville, TN
10/4-5 London, KY
10/18-19 Blountville, TN
Info 423/323-5497

AMA Tecnosel Carolina Ultra Series
10/12 Columbus, NC
11/1-2 Society Hill, SC
Info 423/323-5497

AMA/UMTA Trials Series
9/28 Faribault, MN
10/12 Thielman, MN
10/19 Faribault, MN
Info 612/481-0924 or 507/451-1321

AMA/District 10 Hare Scrambles Series
10/19 Madisonville, KY
Info 606/472-3442 or 502/821-7421

AMA Mid-South Summer Hare Scrambles Series
9/28 Box Hollow, TN
Info 615/859-0873

Evolution of Motocross Series
Eastern Region
9/27 Hurricane Hills, PA
10/19 Red Bud, MI
Info 209/252-9053

AMA/Motocross C'ship Gold Cup Series
9/21 Gainesville, FL
9/28 Dade City, FL
10/5 Jacksonville, FL
10/12 Ona, FL
10/19 Ocala, FL
10/26 Gainesville, FL
Info 813/823-2090

AHRMA/Progressive Suspension Historic Cup Road Race Series
10/4-5 Talladega, AL, Rnd 16,17
11/15-16 Faulkville, GA, Rnd 18,19
Info 715/842-9699

North American Sport Bike Series
10/3-5 Loudon, NH, Rnd 7
10/30-11/2 Daytona Beach, FL, Rnd 8

NASB/Formula USA Series
10/3-5 Loudon, NH, Rnd 7
10/30-11/2 Daytona Beach, FL, Rnd 8

CCS/Championship Cup Road Racing Series
California Region
10/4-5 Buttonwillow, CA
12/6-7 Las Vegas, NV*
12/20-21 Phoenix, AZ
Florida Region
9/28 West Palm Beach, FL
10/4-5 Homestead, FL
12/13-14 Homestead, FL*
Great Lakes Region
9/20-21 South Beloit, IL*
Great Plains Region
9/20-21 South Beloit, IL*
Northeast Region
10/3-5 Loudon, NH
Mid-Atlantic Region
10/4-5 Summit Point, WV*
Midwest Region
9/20-21 South Beloit, IL*
Southwest Region
9/20-21 Las Vegas, NV
10/4-5 Buttonwillow, CA
12/6-7 Las Vegas, NV
12/20-21 Phoenix, AZ*
*Double Points Event
Info 704/684-4297

Northern California Mini Road Racing Championship Series
10/4-5 Sacramento, CA
Info 916/722-5517

AHRMA SOS/BOT/Sound of Thunder Series
10/4-5 Talladega, AL, Rnd 16,17
11/15-16 Faulkville, GA, Rnd 18,19
Info 715/842-9699

AHRMA/Speed & Sport Vintage MX Series
10/19 Hollister, CA, Rnd 20
Info 715/842-9699

AHRMA Midwest Regional Motocross Series
9/27 Lamoni, IA
10/4 Denmark, WI
10/18 Casey, IL
Info 414/684-4331

AHRMA Western Regional Motocross Series
9/28 Femley, NV
10/5 Perris, CA
11/2 Tulare, CA
Info 408/663-4014

AHRMA Nor Cal MX Series
9/28 Fernley, NV
10/19 Hollister, CA
Info 702/265-4904

AHRMA So Cal MX Series
10/5 Perris, CA
11/16 Piru, CA
Info 909/929-6772

AHRMA/Speed & Sport Vintage Trials Series
10/11 White City, IL, Rnd 14
10/18 Hollister, CA, Rnd 15
Info 715/842-9699

AHRMA Western Regional Trials Series
9/27 La Porte, CA
10/18 Hollister, CA
10/25 Patterson, CA
11/22 Auburn, CA
Info 916/967-0262

AHRMA Western Regional Dirt Track Series
10/4 Tulare, CA
10/5 Tulare, CA
10/11 Del Mar, CA
Info 818/992-5343

AHRMA/Classic Bike Magazine Dirt Track Series
9/21 Lebanon Valley, NY, Rnd 13
9/27 Lawrenceville, GA, Rnd 14
9/28 Lavonia, GA, Rnd 15
9/28 Sacramento, CA, Rnd 16
10/6 Tulare, CA, Rnd 17
10/11 Del Mar, CA, Rnd 18
Info 715/842-9699

AHRMA Dixie Cup Road Race Series
10/4-5 Talledega, AL, Rnd 3
11/15-16 Faulkville, GA, Rnd 4
Info 715/842-9699

Texas/AHRMA Vintage Iron Series
9/28 Highlands, TX
10/12 Rio Bravo, TX
10/26 Swan, TX
11/9 Highlands, TX
11/23 Swan, TX
12/7 Rio Bravo, TX
Info 281/679-5764

La Playa Grand Prix MX Series
10/5 Rosarito, BC/Mexico, Rnd 4
12/7 Rosarito, BC/Mexico, Rnd 5
Info 011/52-661-22525

ECEA C'ship Enduro Series
9/21 New Lisbon, NJ
9/28 Webb Mills, NY
10/5 New Gretna, NJ
10/26 Delaware City, DE
Info 717/865-0601

ECEA C'ship HS Series
10/19 Budds Creek, MD
11/2 Warren Grove, NJ
11/9 Mauricetown, NJ
11/23 Greenbank, NJ
Info 717/865-0601

ECEA Dual Sport Series
10/12 Indian Mills, NJ
10/19 New Philadelphia, PA
11/16 Greenbank, NJ
Info 717/865-0601

WERA Nat'l Endurance Series
9/20 College Station, TX, Rnd 9
10/10 Braselton, GA, Rnd 10

WERA Nat'l Challenge Series
9/19-21 College Station, TX, Rnd 9
10/8-12 Braselton, GA, Rnd 10
Info 770/924-8404

WERA Grand National Finals
10/9-13 Braselton, GA

WERA Vintage Series
9/20 Faulkville, GA, Rnd 26

WERA Sportsman Series
North Central
9/27-28 Mount Meridian, IN
Mid-Central
9/27-28 Mount Meridian, IN
South Central
9/20-21 College Station, TX
Southeast
9/20-21 Faulkville, GA
Info 770/924-8404

Vintage Classics X National Championship Dirt Track
10/10 Del Mar, CA
10/11 Del Mar, CA
Info 918/836-6999

AMRA Harley-Davidson Nat'l Point Drag Race Series
10/4-5 Bowling Green, KY

VMA State Championship Vintage MX Series
9/21 Folsom, CA, Rnd 3
10/5 Madera, CA, Rnd 4
11/16 Hanford, CA, Rnd 5
Info 209/661-0706

Delaware Short Track Championship Series
9/19 Seaford, DE, Rnd 24
9/26 Seaford, DE, Rnd 25
10/3 Seaford, DE, Rnd 26
10/10 Seaford, DE, Rnd 27
10/17 Seaford, DE, Rnd 28
10/24 Seaford, DE, Rnd 29
10/31 Seaford, DE, Rnd 30
Info 302/335-3215

GFTL/Georgia Flat Track League
9/27 Lawrenceville, GA
Info 770/962-7888

Central California Rough Scrambles C'ship Series
9/28 Madera, CA, Rnd 8
10/12 Madera, CA, Rnd 9
10/26 Madera, CA, Rnd 10
11/9 Madera, CA, Rnd 11
11/23 Madera, CA, Rnd 12
Info 209/661-0706

The New England Hillclimbers Series
9/21 Canaan, NH
9/28 Exeter, RI
10/5 Monson, MA

Rocky Mountain MX Series
9/21 Erie, CO
10/26 Colorado Springs, CO
Info 719/473-6723

Buckeye State Motocross Championship Series
9/28 Sugar Grove, OH
Info 614/366-5159

Smoky Mountain Mini Road Race Series
10/12 Elgin, SC*
11/2 Elgin, SC
*Endurance
Info 704/531-2797

Mid-Atlantic Vintage Trials Series
9/21 Middletown, PA
10/5 Toughkenamon, PA
Info 410/775-7209

Southeastern Trials Riders Association C'ship Series
10/4-5 Monroe, GA
10/18-19 Jasper, TN
11/15-16 Cumming, GA
Info 423/942-8688

Arkansas Hare Scrambles Championship Series
10/26 Lost Creek Park, AR
11/30 Fort Smith, AR
Info 501/646-7000

Virginia Championship Hare Scrambles Series
9/21 Middlebrook, VA
10/5 Martinsville, VA
10/19 Newport News, VA
11/2 Surry, VA
Info 757/255-4620

KORR Hare Scrambles Championship Series
10/19 Arkansas City, KS
11/2 Sterling, KS
11/9 Marion, KS
11/16 Arkansas City, KS
12/7 Hillsboro, KS
Info 316/942-6527

Performance Engineering Sunflower State MX Championship Series
9/28 Inman, KS
10/5 Lyndon, KS
10/19 Inman, KS
Info 913/842-8272

KORR Motocross Championship Series
9/21 Sterling, KS
10/12 Hillsboro, KS
10/27 Marion, KS
Info 316/942-6527

GFI Motocross Fall Series
South
9/21 LACR, CA, Rnd 2*
9/28 Glen Helen, CA, Rnd 3*
10/12 Lemon Grove, CA, Rnd 4*
10/19 Perris, CA, Rnd 5
* Kawasaki, Suzuki and Yamaha Contingency
Info 909/653-4042

Elsinore Grand Prix
11/8 Elsinore, CA
11/9 Elsinore, CA
Info 909/653-4042

Salem Motorcycle Club Hare Scrambles Series
10/12 Salem, OH*
*Corky Wurster Memorial
Info 330/482-2971 or 330/332-9465

MRAN Desert Series
10/18-19 Logandale, UT, Rnd 9
11/1-2 Beatty, NV, Rnd 10
Info 702/437-6762

NESC Motocross Series
9/21 Central Village, CT
9/27 Lewiston, ME
9/28 Lewiston, ME
10/5 Middleboro, MA
10/12 Southwick, MA
10/19 Middleboro, MA
10/26 Southwick, MA
11/2 Middleboro, MA
Info 413/564-0044

South Dakota/Iowa MX Series
9/21 Sioux Falls, SD
Info 605/665-3512

Kentucky/Tennessee Motocross Series
9/21 Milan, TN, Rnd 20
9/27 Paris, TN, Rnd 21
10/5 Milan, TN, Rnd 22
10/18 Paris, TN, Rnd 23
10/25 Paris, TN, Rnd 24
11/2 Milan, TN, Rnd 25
Info 901/642-0511

Cornhusker Motocross Series
9/21 Alma, NE
9/28 TBA
10/12 Douglas, NE
10/19 North Platte, NE
10/26 McCook, NE
Info 308/928-2503 or 308/345-3744

Branson USA MX Nationals
10/3-5 Branson, MO
Info 909/657-6782

TCCRA/Cross Country Series
9/21 Joplin, TX
10/5 Jacksboro, TX
10/19 Lake Murray, OK
11/2 Wellington, TX
Info 972/579-9161

Black Jack Enduro Circuit
9/21 Collins, MO
10/5 Stillwater, OK
11/2 Oklahoma City, OK
11/16 Muenster, TX

Southern Enduro Riders Assoc. Hare Scrambles Series
9/28 Alexandria, LA
11/9 Wiggins, MS
11/23 Warrior, AL
12/7 Maplesville, AL
1/4 Saucier, MS
1/18 Maplesville, AL
2/8 Wiggins, MS
Info 504/665-0313

Northwest Motorcycle Association Enduro Series
9/28 Olympia, WA
10/26 Bellingham, WA
Info 206/242-7044

IERA C'ship Enduro Series
10/5 Bartlett, IA
11/2 Morrison, IL
Info 515/933-4872

IERA Championship Hare Scrambles Series
10/12 Hills, IA
Info 515/933-4872

Mouse Midwest Enduro Series
9/21 White City, IL
10/12 Upland, IN
10/26 Springfield Corners, WI
Info 319/582-4864

Northwest Motorcycle Association Off-Road Series
9/21 Bellingham, WA
10/5 Rimrock Lake, WA
10/12 Shelton, WA
11/30 Kent, WA
Info 206/242-7044

NETRA C'ship Enduro Series
9/28 Wrentham, MA
10/5 Adams, MA
10/19 Chester, CT
11/2 Stafford, CT
Info 860/875-5757

NETRA Championship Hare Scrambles Series
9/21 West Greenwich, RI
10/12 Freetown, MA

District 37 Grand Prix Racing
Final 2 Rounds

Big 6 G.P. Series

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Saturday, Sept 20	Saturday Nite Special MX	L.A.C.R.
Saturday, Sept 27	Saturday Nite Special MX	L.A.C.R.
Sunday, Oct 5	CRC 25th Anniversary MX	L.A.C.R.
Sunday, Oct 12	CRC Motocross	L.A.C.R.

Wednesday Night Practice - 4 p.m. to 9 p.m.
Friday Night Practice - Starting June 6 - 4 p.m. to 9 p.m.
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KTMXA
1997 Race Schedule
Kentucky Tennessee MX Association

*Sat., Sept 27	Rnd 4 - Tenn State AX C'ship-Paris, TN
*Sun., Oct 5	TNT MX Park - Milan, TN
Sat., Oct 11	Murray SX - Murray, KY
*Sat., Oct 18	Rnd 5 - Tenn State AX C'ship-Paris, TN
*Sat.,Oct 25	Rnd 6 - Tenn State AX C'ship-Paris, TN
*Sun., Nov 2	TNT MX Park - Milan, TN

* points event

Info: 901-642-0511

CALENDAR

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10/26 Fishouse, NY
11/9 Modena, NY
Info 860/875-5757

FTR Championship Series Hare Scrambles
9/28 Georgetown, FL
10/11-12 TBA
11/8-9 TBA
11/22-23 Bostwick, FL
12/6-7 South Venice, FL
1/3-4 TBA
1/17-18 TBA
1/31-2/1 TBA
2/21-22 TBA
3/21-22 TBA
4/4-5 TBA
4/18-19 Vero Beach, FL
Info 407/264-0559

FTR C'ship Enduro Series
10/5 Withlacoohee, FL
10/26 Apalachacola, FL
1/11 Charleston, SC
3/8 Ocala National Forest, FL
5/3 Olustee, FL
5/17 Richloam, FL
5/31 Daytona, FL
Info 407/264-0559

NETRA Turkey Run Series
10/12 Winchendon, MA
10/26 Central Village, CT
Info 860/875-5757

NETRA Championship Junior Enduro Series
9/27 Brimfield, MA
10/11 Freetown, MA
10/25 Fishouse, NY
11/1 Winchendon, MA
Info 860/875-5757

SRAC Motocross Series
9/21 Berthoud, CO
9/28 Colorado Springs, CO
10/5 Colorado Springs, CO
10/11 TBA
10/12 TBA

CMRRA 50cc/125cc C'ship Road Race Series
9/28 Perris, CA
11/23 Riverside, CA
12/7 Palomar, CA
Info 909/674-5357

Tennessee State Arenacross Championship Series
9/20 Paris, TN, Rnd 3
9/27 Paris, TN, Rnd 4
10/18 Paris, TN, Rnd 5
10/25 Paris, TN, Rnd 6
Info 901/642-0511

Eastern American Road Racing Association
10/5 New Bloomfield, PA
10/25-26 Frederick, MD*
* Saturday Sprints, Sunday Endurance
Info 757/484-4688

WMRRA Road Race Series
9/27-28 Spokane, WA
Info 206/338-4686

WSMC Road Race Series
9/20-21 Rosamond, CA, Rnd 9
10/18-19 Rosamond, CA, Rnd 10
11/15-16 Rosamond, CA, Rnd 11
12/20-21 Rosamond, CA, Rnd 12
Info 805/256-1234

AFM Road Race Series
10/12 Buttonwillow, CA
Info 510/796-7005

MRA Road Racing Series
9/28 Mead, CO
Info 303/530-5678

Cycle News Appalachian Dual Sport Tour
9/27-28 Elizabeth, WV
Info 304/284-0084

Ride For Kids Charity Ride
9/28 Vallejo, CA

Sprout Patch Motocross Series
9/27 Billings, MO
10/11 Billings, MO
10/25 Billings, MO
Info 417/744-2593

CMC West Coast Arenacross Challenge
9/26-27-28 Fresno, CA
10/3-4-5 San Diego, CA
11/7-8-9 San Francisco, CA
11/14-15-16 Reno, NV
11/21-22-23 Portland, OR
2/20-21-22 Las Vegas, NV
2/27-28-3/1 Sacramento, CA
Info 702/267-4392

SEPTEMBER						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

OCTOBER						
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5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

NOVEMBER						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

*** Denotes Pro Payback**

Sept 19-21

UTAH DUAL SPORT - St. George Motorcycle Club, Hidden Canyon Ranch to Ely in Nevada, St. George. Info: 801/673-2444.

Fri, Sept 19

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls, Jackson. Info: 912/994-6630.

IDAHO SHORT TRACK - Owyhee Motorcycle Club, Boise. Info: 208/384-5512.

* MICHIGAN MOTOCROSS - MRA, Milan Cycle City, Milan. Info: 313/241-1600 or 313/439-7735.

* NORTH CAROLINA HALF MILE - AMA/Mars Carolina H-D Dealers Association, Asphalt, Asheville Speedway, Asheville. Info: 803/626-9455.

OREGON ROAD RACE - OMRRA/The Portland Motorcycle Classic Vintage Racing, Shows, Portland International Raceway, Portland. Info: 503/241-9029.

Sept 20-21

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 9, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

CALIFORNIA DUAL SPORT - AMA/Dist 37/Countdown, Motel 6, Ridgecrest. Info: 818/348-8381.

MICHIGAN MOTOCROSS - Baja Acres, Birch Run Road, Millington. Info: 517/871-3356.

MISSOURI TRIALS - 24th annual Quarry Cup, Mid-American Trials Team, abandoned rock quarry, Kansas City. Info: 913/384-1944.

* OHIO MOTOCROSS - Pro-Moto Promotions, Hamilton County Fairgrounds, Cincinnati. Info: 513/561-0469.

* VIRGINIA MOTOCROSS - Fall Classic & Four-Stroke Eastern National, AMA/Birch Creek Motorsports Inc., Birch Creek Moforsports Park, Danville. Info: 804/724-4392 or 836-0710.

* WISCONSIN SHORT TRACK - AMA/Aztalan Cycle Club Inc., at the Clubgrounds, Lake Mills. Info: 414/353-5920.

Sat, Sept 20

* ALABAMA MOTOCROSS - Kilpatrick Motocross, Night Race, Albertville. Info: 205/561-3495.

* ARIZONA MOTOCROSS - Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-7727.

* CALIFORNIA SPEEDWAY - Season Finale, Speedway & Sidecars/Quads/P.W. 50s Finals, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

* CALIFORNIA SHORT TRACK/TT - Lodi MC, Morse Road, Lodi. Info: 209/544-1027.

* CALIFORNIA SPEEDWAY - AMA, Santa Maria Fairgrounds, Santa Maria. Info: 805/937-8584.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, CRC/Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - Night MX, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

FLORIDA MOTOCROSS - Dade City Raceway, Rnd 16, Dade City.

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Clay Track, Night Race Under the Lights, Races every 2nd and 4th Saturday, MacClenny. Info: 904/387-4911.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Night Race, Fort Lauderdale. Info: 954/321-9422.

* FLORIDA SUPERCROSS - West Florida Motocross Park, Night Race, Milton. Info: 904/623-6038.

GEORGIA SUPERCROSS - Southern Raceway, Bainbridge. Info: 912/246-5088.

INDIANA TRIALS - Stoney Lonesome MC, State Road 46, Columbus. Info: 812/342-4411.

* LOUISIANA DIRT TRACK - Swampland Raceway, Grand Prairie. Info: 318/363-3734 or 318/363-3371.

MARYLAND SHORT TRACK - District 7, Semi-Pro, Youth, Quads, AMA/Baltimore County Trailriders Association, Stan & Dorothy Miles Memorial, Potomac Speedway, Budds Creek MD. Info: 410/661-MOTO.

NEBRASKA SHORT TRACK - Kartwheels Speedway, Night Race, Norfolk. Info: 402/887-5380.

* NEW JERSEY DRAG RACING - Ken Landerman Raceway Park, Top Street Motorcycle Championships, Raceway Park Dragstrip, Englishtown. Info: 908/446-7800.

* NEW YORK SHORT TRACK - AMA/Square Deal Riders MC, New York State Championship, Harley Night, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

NORTH CAROLINA MOTOCROSS - 226 Motocross, Night Racing, Marion. Info: 704/652-3758.

* OHIO MOTOCROSS - AMA/American Motosports Inc., Delaware County Fair, Delaware. Info: 614/596-2057.

* OHIO MOTOCROSS - MRA, Delta Raceway, Delta. Info: 313/241-1600 or 419/822-3006.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

OKLAHOMA MOTOCROSS - OCCRA, Cross Country Race, Cooperland Raceway, Stillwater. Info: 405/743-1515.

OREGON ROAD RACE - OMRRA/The Portland Motorcycle Classic Vintage Racing, Shows, Portland International Raceway. Info: 503/241-9029.

* PENNSYLVANIA MOTOCROSS - Doublin Gap MX, Newburg. Info: 717/249-6036.

SOUTH DAKOTA SHORT TRACK - AMA/Pro-Am, Jackpine Gypsies MC, Jackpine Gypsies Clubgrounds, Sturgis. Info: 605/347-3418.

* TENNESSEE ARENACROSS - KTMXA, Paris Dirt Trackers Inc., Rnd 3, Tennessee State Arenacross Championship, Henry County Fairgrounds, Paris. Info: 901/642-0511..

* VIRGINIA MOTOCROSS - U.S. Eastern Pro-Am Fall Series, AMA/Birch Creek Motorsports Inc., Birch Creek Motorsport Park, Danville. Info: 804/724-4392 or 836-0710.

Sun, Sept 21

CALIFORNIA MOTOCROSS - Motowest Racing Ent., CMC Trans-Cal National, Rnd 3, Hollister Hills. Info: 415/587-8678.

CALIFORNIA MOTORCYCLE SHOW - Intershows/All-American Motorcycle Show, Oak Canyon Park, Orange. Info: 714/364-2542.

CALIFORNIA ENDURO - AMA/District 37, Checkpoint Enduro, San Bernardino National Forest. Info: 310/376-1329.

* CALIFORNIA MOTOCROSS - CMC/Trans-Cal MX Nationals, Rnd 3 South, Lemon Grove MX Park, Piru. Info: 805/521-0808.

* CALIFORNIA MOTOCROSS - GFI Racing, Fall Series, Rnd 2, Kawasaki, Suzuki & Yamaha Contingency, Los Angeles County Raceway, Palmdale. Info: 909/653-4042.

* CALIFORNIA MO/OCROSS - Pit Pro Sponsorship Series/SSC MX, Lake Castaic MX, Castaic. Info:

* COLORADO MOTOCROSS - AMA/RMXA, Semi-Pro with Youth, Erie. Info: 719/473-6723 or 303/271-0190.

FLORIDA MOTOCROSS - 15th annual AMA State MX Championship Gold Cup Series, Gatorback, Gainesville. Info: 813/823-2090.

INDIANA TRIALS - Stoney Lonesome MC, State Road 46, Columbus. Info: 812/342-4411.

* IOWA MOTOCROSS - AMA/District 22, Motocross Fall Championship, Des Moines. Info: 515/285-6910.

KENTUCKY MOTOCROSS - Daniel Boone Motocross, London. Info: 606/877-1364.

* KENTUCKY HARE SCRAMBLES - Red River Hare Scrambles, Bluegrass Sports, Clay City. Info: 606/744-5916.

KENTUCKY MOTOCROSS - Pendleton County MC Park, Center Ridge Road, Gardnersville. Info: 606/472-3442.

* MARYLAND MOTOCROSS - AMA/Districts 7&13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MARYLAND MOTOCROSS - District 7 Semi-Pro & Youth, AMA/Baltimore County Trail Riders Association, 28th annual Blue-Grey, Potomac Speedway, Budds Creek. Info: 410/661-MOTO.

* MISSOURI MOTOCROSS - Timberland MX Raceways, Poplar Bluff. Info: 573/686-4187.

NEVADA MOTOCROSS - Sierra Motorsports Promotions, Rnd 6, Top Gun Raceway, Fallon. Info: 702/747-6063.

* NEW MEXICO MOTOCROSS - AMA/NMCC, Moriarty MX, Moriarty. Info: 505/822-9170.

NEW YORK TRIALS - AMA/District 4, Clark Hollow Road, Elmira. Info: 607/732-3027.

NEW YORK MOTOCROSS - AMA/Kawasaki Team Green New York State Motocross Championships, Route 79, Binghamton. Info: 717/222-9290.

NEW YORK HARE SCRAMBLES - Zoar Valley MC Hare Scrambles, Allegheny. Info: 716/532-2879.

NEW YORK MOTOCROSS - AMA/MSC, District 34, Fall Series, Diamondback MX, Modena. Info: 914/795-5697 or 914/565-3651.

NORTH CAROLINA MOTOCROSS - AMA/U.S. Mega Series, Victory Sports Racing, Cathey's Creek MX, Forest City. Info: 423/323-5497.

OHIO HARE SCRAMBLES - Amherst Series, Amherst Meadowlarks MC. Info: 216/988-9100.

* OHIO MOTOCROSS - CRA, Ohio International Raceway, Ravenna. Info: 330/369-5993.

OHIO HARE SCRAMBLES - Fallen Timbers Hare Scrambles Series, MRA, Delta Raceway, Delta. Info: 419/822-3006 or 313/241-1600.

* OKLAHOMA HARE SCRAMBLES - Oklahoma Regional Fall Classic MX Race, Cooperland Raceway, Stillwater. Info: 405/743-1515.

* OKLAHOMA MOTOCROSS - Pro-Circuit Regional Fall Classic, Rnd 1, Cooperland Raceway, Stillwater. Info: 405/743-1515.

PENNSYLVANIA HARE SCRAMBLES/DUAL SPORT RIDE - AMA/District 6, Flying Dutchmen Motorcycle Club Inc., Trevose. Info: 717/345-6340.

PENNSYLVANIA CROSS COUNTRY - Grand National Cross Country, Racer Productions Inc., Mount Morris. Info: 304/284-0084.

PENNSYLVANIA MOTOCROSS - Pagoda Motorcycle Club, Red Lane Road, Birdsboro. Info: 610/582-3717.

* PENNSYLVANIA MOTOCROSS - Doublin Gap MX, Newburg. Info: 717/249-6036.

* TENNESSEE MOTOCROSS - TNT MX Park, Milan. Info: 901/987-3029 or 987-9633.

* TENNESSEE MOTOCROSS - Rose Racing, 4th race, Memphis. Info: 901/465-4511 or 901/486-5635.

* TENNESSEE MOTOCROSS - Five Oaks Motocross, Sale Creek. Info: 423/332-9092.

VIRGINIA HARE SCRAMBLES - VCHSS/Stoney Broke, Middlebrook. Info: 757/255-4620.

* VIRGINIA MOTOCROSS - Fall Classic & Four-Stroke Eastern National, AMA/Birch Creek Motorsports Inc., Birch Creek Motorsports Park, Danville. Info: 804/724-4392 or 836-0710.

Mon, Sept 22

PENNSYLVANIA ROAD RACE - Reduc Sportbike Association, Pocono International Speedway, Long Pond. Info: 215/625-0844.

Thur, Sept 25

NEW JERSEY MOTORCYCLE SHOW - Kruise Night, Mr. Cycle Parts, Throckmorton Street, Freehold. Info: 908/462-2016.

Fri, Sept 26

* CALIFORNIA SUPERCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

* MICHIGAN MOTOCROSS - MRA, Milan Cycle City, Milan. Info: 313/241-1600 or 313/439-7735.

* TENNESSEE SUPERCROSS - The FMF Friday Night Fever SX Series, Victory Sports, Appalachian Fairgrounds, Gray. Info: 423/323-5497.

Sept 27-28

ARIZONA DUAL SPORT - AMA/Desert Motorcycle Promotions, Tonto NF, Payson. Info: 602/488-6357.

ARIZONA MOTOCROSS - AMX Grand Canyon State Championship/CMC Copper State Classic, Rnd 1, Verde Valley Motorplex, Cottonwood. Info: 520/634-6133.

* IDAHO MOTOCROSS - SIRA/Final Round of the Idaho State Championships, Rupert Fairgrounds, Rupert. Info: 208/436-7071.

WEST VIRGINIA DUAL SPORT - Racer Productions Inc., Starvation Point, Elizabeth. Info: 304/284-0084.

Sat, Sept 27

* ALABAMA MOTOCROSS - Kilpatrick Motocross, Night Race, Albertville. Info: 205/561-3495.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, CRC/Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - Night MX, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

CALIFORNIA MOTOCROSS - CMC Marysville Motocross, Night Race, Riverfront Park, Marysville. Info: 916/695-2727.

FLORIDA MOTOCROSS - Dade City Raceway, Rnd 17, Dade City.

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Clay Track, Night Race Under the Lights, MacClenny. Info: 904/387-4911.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Night Race, Fort Lauderdale. Info: 954/321-9422.

GEORGIA FLAT TRACK - GFTL/Lawrenceville. Info: 770/962-7888.

GEORGIA SUPERCROSS - Southern Raceway, Bainbridge. Info: 912/246-5088.

* KENTUCKY SHORT TRACK - Paducah Dirt Riders, off Hwy 60 on County Park Lane, Paducah. Info: 502/444-6438.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Night Race, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876.

NEW YORK POKER RUN - Square Deal Riders MC, Binghamton Honda Riders MC, Binghamton. Info: 607/775-0770 or 722-7433.

* NORTH CAROLINA MOTOCROSS - 226 Motocross and Daniels Ridge Supercross Summer Series, Daniels Ridge Road, Taylorsville. Info: 704/758-4342 or 704/635-8635.

* NORTH CAROLINA MOTOCROSS - N.A.M.E. Night Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

* OHIO MOTOCROSS - CRA/Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OHIO MOTOCROSS - MRA, Delta Raceway, Delta. Info: 313/241-1600 or 419/822-3006.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., End of Summer Biggie, Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* OKLAHOMA SHORT TRACK - Port City Raceway, Tulsa. Info: 918/438-7856.

PENNSYLVANIA MOTOCROSS - AMA/AHRMA Vintage & Vet. Championships, Hurricane Hills Sports Center Inc., Route 106, Clifford. Info: 717/222-9290.

PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

* TENNESSEE ARENACROSS - KTMXA, Paris Dirt Trackers Inc., Rnd 4, Tennessee State Arenacross Championship, Henry County Fairgrounds, Paris. Info: 901/642-0511.

Sun, Sept 28

CALIFORNIA ROUGH SCRAMBLES - RS Racing Central California Championship Series, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA MOTORCYCLE SWAP MEET - 2nd annual BSA Club/Cycle Gardens All-European Motorcycle Swap Meet, Cycle Gardens Moto Guzzi Shop, Huntington Beach. Info: 714/848-5955.

CALIFORNIA HARE & HOUNDS - AMA/District 37, Shamrocks, Red Mountain. Info: 310/376-1329.

CALIFORNIA GRAND PRIX - SRA Grand Prix, Carlsbad Raceway, San Marcos. Info: 714/957-2985.

CALIFORNIA ROAD RIDE - Pediatric Brain Tumor Foundation of the United States, Ride for Kids, Vallejo. Info: 704/665-6891.

CALIFORNIA DUAL SPORT - AMA/Dist 37, California Trail Rides/*Cycle News* Jamboree, Silverwood Lake, Info: 714/992-9291.

* CALIFORNIA MOTOCROSS - GFI Racing, Fall Series, Rnd 3, Kawasaki, Suzuki & Yamaha Contingency, Glen Helen Raceway, San Bernardino. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - Phillipsville MX, Phillipsville. Info: 707/943-3029 or 707/923-2280.

CALIFORNIA MOTOCROSS - Over the Hill Gang Race, L.A. County Raceway, Palmdale. Info: 909/444-9411.

CALIFORNIA ROAD RALLY & EXPO - Newcomb's Ranch/CHP, La Canada Flintridge. Info: 626/796-6091.

* CALIFORNIA MOTOCROSS - Pit Pro Sponsorship Series/SSC MX, Hungry Valley MX, Gorman. Info: 805/294-0020.

CALIFORNIA MOTOCROSS - CMMC/Wildcat Canyon Road, Race 15, Barona Oaks. Info: 619/752-8252.

* FLORIDA ROAD RACE - CCS Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

FLORIDA MOTOCROSS - 15th annual AMA State MX Championship Gold Cup Series, Dade City Raceway, Dade City. Info: 813/823-2090.

* GEORGIA MOTOCROSS - AMA/Dixie M/C Sports, Hillbilly Hills MX, Roberta. Info: 912/788-0413.

ILLINOIS BIKE SHOW - J&P Promotions, 11th annual Motorcycle Parts and Ride-In Bike Show, Belle Claire County Fairgrounds. Info: 319/462-6011.

Racing on the Tube — September Broadcasts

All times shown are Eastern. ESPN2 and SPEEDVISION listed below.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

9/14/97	11:30 am	MotoWorld	ESPN2	9/20/97	01:00 am	FIM World GP 250 - Czech	Speed
9/14/97	08:30 pm	MotoWorld (R)	ESPN2	9/21/97	02:00 pm	MW2 Rev It Up	ESPN2
9/14/97	09:00 pm	FIM WGP 500 - Catalunyan	Speed	9/21/97	11:30 pm	AT - Sturgis - Part 1	Speed
9/14/97	01:00 am	FIM WGP 500 - Catalunyan	Speed	9/23/97	02:00 am	MW2 Rev It Up (R)	ESPN2
9/15/97	02:00 am	MW2 Rev It Up (R)	ESPN2	9/23/97	01:00 pm	FIM WSB - Zeltweg, Austria	Speed
9/15/97	01:00 pm	Delmont, PA Motocross	ESPN2	9/23/97	02:00 pm	FIM World GP 250 - Czech	Speed
9/15/97	03:00 pm	Delmont, PA MX (R)	ESPN2	9/23/97	03:00 pm	Irving, TX Supercross (R)	ESPN2
9/16/97	01:00 pm	FIM WSB - Brands Hatch	Speed	9/23/97	08:00 pm	Bike Week: CO Trail Riding	Speed
9/16/97	02:00 pm	FIM World GP 125 - Czech	Speed	9/23/97	09:00 pm	FIM World GP 125 - Czech	Speed
9/16/97	03:00 pm	Bike Week: To be announced	Speed	9/23/97	10:00 pm	FIM WSB - Assen, Neth.	Speed
9/16/97	08:00 pm	Bike Week: Int'l 6 Days Trials	Speed	9/23/97	01:00 am	FIM World GP 125 - Czech	Speed
9/16/97	09:00 pm	FIM WGP 250 - Czech	Speed	9/23/97	02:00 am	FIM WSB - Assen, Neth.	Speed
9/16/97	10:00 pm	FIM WSB - Zeltweg, Austria	Speed	9/24/97	04:00 am	MotoWorld (R)	ESPN2
9/16/97	12:00 am	Bike Week: Int'l 6 Days Trials	Speed	9/26/97	02:00 pm	FIM WSB - Assen, Neth.	Speed
9/16/97	01:00 am	FIM WGP 250 - Czech	Speed	9/26/97	07:30 pm	MotoWorld	ESPN2
9/16/97	02:00 am	FIM WSB - Zeltweg, Austria	Speed	9/28/97	12:30 pm	MotoWorld(R)	ESPN2
9/17/97	04:00 am	MotoWorld (R)	ESPN2	9/28/97	04:00 pm	FIM WSB - Assen, Neth.	Speed
9/19/97	07:30 pm	MotoWorld	ESPN2	9/28/97	11:30 pm	AT - Sturgis - Part 2	Speed
9/20/97	06:30 am	MotoWorld (R)	ESPN2	9/30/97	02:00 pm	FIM World GP 125 - Cata.	Speed
9/20/97	08:00 am	Bike Week: Int'l 6 Days Trials	Speed	9/30/97	08:00 pm	Bike Week: AHRMA Vintage	Speed
9/20/97	01:00 pm	FIM World GP 125 - Czech	Speed	9/30/97	09:00 pm	FIM World GP 125 - Cata.	Speed
9/20/97	02:00 pm	FIM World GP 250 - Czech	Speed	9/30/97	10:00 pm	FIM World GP 250 - Cata.	Speed
9/20/97	07:30 pm	AT - Daytona Bike Week '97	Speed	9/30/97	01:00 am	FIM World GP 125 - Cata.	Speed
9/20/97	09:00 pm	FIM World GP 125 - Czech	Speed	9/30/97	02:00 am	FIM World GP 250 - Cata.	Speed

AT= American Thunder *If you are unable to get ESPN2 or SPEEDVISION, contact your local cable company.*

SUZUKI presents the 3rd Annual Branson No Qualifiers USA MOTOCROSS CHAMPIONSHIPS
OCTOBER 3-4-5, 1997
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the Grand Finale of Amateur thru Pro Competition for 1997
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FAX (909) 657-8342
WEBSITE: WWW.BRANSONMX.COM

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(909)982-3093 (760)962-4636

GFI RACING (909) 653-4042
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Sun., Sept 21 GFI Fall Series Round 2' L.A.C.R. Kawasaki, Suzuki & Yamaha Contingency
Wed., Sept 24 Wednesday Practice (2pm- Dusk) Perris
Sun., Sept 28 GFI Fall Series Round 3' Glen Helen Kawasaki, Suzuki & Yamaha Contingency

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CMA (209) 673-8080
GFI North Fall Series
Sun., Oct 12 Prairie City, CA
Sun., Oct 19 Madera, CA
Sun., Oct 26 Prairie City, CA
Sun., Nov 2 Hollister, CA

SSC 3rd Annual Pit Pro Factory Sponsorship Series
Round 1 Sept. 21st Castaic Lake MX
Round 2 Sept. 28th Hungry Valley EMS GP
Round 3 Oct. 5th Hungry Valley OHVA
Round 4 Oct. 26th Castaic Lake MX
Gates Open 6:00 AM
Practice 8:00 Am
Racing 9:30 AM
$10 per person
Kids Under 12 FREE
$25 Members
$30 Non-Members
SSC
805 294 0020

CMC Racing - 714/367-1141
Sun., Sept 21 Lemon Grove, Piru, CA Rnd.3S
Sun., Sept 21 Hollister Hills, Hollister, CA Rnd.3N
Sun., Oct 5 Club Moto, Livermore, CA Rnd.4N
Sun., Oct 5 Albany MX Track, Albany, OR Rnd.2P
Sat & Sun., Oct 18 & 19 Final Showdown Quail Canyon @ Hungry Valley OHV Park, Gorman CA
"Race with the Best"

SRA GP California Schedule
Members Non Members
Sunday, September 28, Carlsbad, CA
Info (714) 957-2985

Warm-up Dates for 1997 A.M.P. Calif. Octoberfest Series
Sat Oct. 4 Open Practice, Hollister Hills, CA
Sun Oct. 5 Race, Hollister Hills G.P. Track, CA
Sat Oct. 11 Open Practice, Hollister Hills, CA
Sun Oct. 12 Race, Hollister Hills G.P. Track, CA
Info: (209) 656-9682

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

ILLINOIS TRIALS - NITRO, Buffalo Range Riding, Ottawa. Info: 847/888-1345.

* KENTUCKY MOTOCROSS - AMA/Thorobred Series, Bluegrass Motocross Park, Clay City. Info: 606/744-5916.

KENTUCKY HARE SCRAMLBES - AMA/2-Man Hare Scrambles, Pendleton County MC Park, Center Ridge Road, Gardnersville. Info: 606/472-3442.

* MISSOURI MOTOCROSS - Spinning Wheels Promotions, Ragged Edge Raceways, Neelyville. Info: 573/686-4441.

* MISSOURI MOTOCROSS - HLR Motorsports, Moberly. Info: 816/263-4296.

* NEW JERSEY MOTOCROSS - AMA/Powerline Park, New Egypt Speedway, New Egypt. Info: 732/752-7305.

NEW YORK RUN - 9th annual MDA, NYC Chapter HOG & Muscular Dystrophy Association, Info: 718/278-1515.

NEW YORK ENDURO - Southern Tier Enduro, ECEA, Webb Mills. Info: 607/962-2961.

* NEW YORK MOTOCROSS - AMA/CNYMRA, District 3, Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466 or 784-5517.

NEW YORK MOTOCROSS - AMA/MSC, District 34, Fall Series, Walden Playboys MX, Wallkill. Info: 914/561-2126.

* NORTH CAROLINA MOTOCROSS - Devils Ridge Motocross Fall Series, District 29, AMA, Sanford. Info: 919/776-1767.

* OHIO HARE SCRAMBLES - CRA/Western Reserve Motorcycle Club, Salem. Info: 330/337-8077.

OHIO MOTOCROSS - Amherst Series, Amherst Meadowlarks MC. Info: 216/988-9100.

* OHIO MOTOCROSS - AMA/District 11, Buckeye State MX Championship Series, COCR. Info: 614/385-5542.

OHIO HARE SCRAMBLES - CRA Sanctioned, Wagner Racing Promoting, Broken Spokes, New Philadelphia. Info: 330/682-9231.

PENNSYLVANIA HARE SCRAMBLES - AMA/District 6, Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340.

PENNSYLVANIA MOTOCROSS - AMA/Boyesen/Twin Air Youth National Championships, Hurricane Hills Sports Center Inc., Route 106, Clifford. Info: 717/222-9290.

PENNSYLVANIA MOTOCROSS - District 5 State Championship, Bellco Inc., Steel City USA, Delmont. Info: 304/284-0084.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

PENNSYLVANIA TT SCRAMBLES - Pagoda Motorcycle Club, Red Lane Road, Birdsboro. Info: 610/582-3717.

TENNESSEE MOTOCROSS - AMA/U.S. Mega Series, Victory Sports Racing, Muddy Creek Raceway, Blountville. Info: 423/323-5497.

TENNESSEE HARE SCRAMBLES - Mid-South Hare Scrambles, New Johnsonville. Info: 615/859-0873.

* TENNESSEE MOTOCROSS - Five Oaks Motocross, Sale Creek. Info: 423/332-9092.

TEXAS VINTAGE MOTOCROSS - Texas/AHRMA Vintage Iron Fall Series, Highlands. Info: 281/679-5764.

* WASHINGTON MOTOCROSS - Motocross Northwest, Washougal Motocross, Washougal. Info: 541/673-1671.

Thurs, Oct 2

* OHIO MOTOCROSS - AMA/Coshocton County Fair, Coshocton. Info: 614/596-2057.

Oct 3-5

* CALIFORNIA ARENACROSS - CMC/On Trac Events, West Coast Arenacross Challenge, San Diego Arena, San Diego. Info: 702/267-4392.

* MISSOURI MOTOCROSS - 3rd annual Branson USA Motocross Championships, Branson. Info: 909/657-6834.

Fri, Oct 3

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls, Jackson. Info: 912/994-6630.

Oct 4-5

ARIZONA MOTOCROSS - AMX Grand Canyon State Championship/CMC Copper State Classic, Rnd 2, Ocotillo, Eloy. Info: 520/634-6133.

CALIFORNIA DUAL SPORT RIDE - AMA/District 37/Countdown Bishop 300, Brown's Town Campground, Bishop. Info: 818/348-8381.

*FLORIDA ROAD RACE - CCS, Homestead Motorsports Complex, Homestead. Info: 561/793-3394.

IOWA OBSERVED TRIALS - AITRA/All Iowa Trials Riders Association, Decatur. Info: 515/753-7317.

* KENTUCKY MOTOCROSS - Daniel Boone Motocross, AMA Fall Classic & 4-Stroke National, London. Info: 606/877-1364.

* MISSOURI HARE SCRAMBLES - Missouri Hare Scramble Series, St. Joe State Park, Park Hills. Info: 314/427-1204.

* NEW JERSEY MOTOCROSS - Semi-Pro, 21st annual Kawasaki MX, AMA/Jay Irwin/Ken Landerman Raceway Park, Pension Road, Englishtown. Info: 908/446-7800.

Sat, Oct 4

* CALIFORNIA SPEEDWAY - International Speedway, Coors Light United States National Championship, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

* CALIFORNIA SHORT TRACK & TT - Lodi MC, Morse Road, Lodi. Info: 209/544-1027.

CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - Night MX, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

FLORIDA MOTOCROSS - Dade City Raceway, Night MX, Dade City.

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Saturday Night Under the Lights, Clay Track, Races every 2nd and 4th Saturday, MacClenny. Info: 904/387-4911.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Night Race, Fort Lauderdale. Info: 954/321-9422.

* GEORGIA MOTOCROSS - AMA/Trans MX Series, Rnd 9 Series Finale, Sport Star Inc., Road Atlanta MX, Braselton. Info: 770/493-1792.

* KENTUCKY TT - Paducah Dirt Riders, off Hwy 60 on County Park Lane, Paducah. Info: 502/444-6438.

* LOUISIANA DIRT TRACK - Swampland Raceway, Grand Prairie. Info: 318/363-3734 or 318/363-3371.

* NEW JERSEY DRAG RACING - Ken Landerman Raceway Park, Top Street Motorcycle Championships, Raceway Park Dragstrip, Englishtown. Info: 908/446-7800.

OHIO MOTOCROSS - AMA/District 11, Shannon King Dirt Country, Plus Quads, Blanchester. Info: 513/625-7350.

* OHIO MOTOCROSS - CRA/Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OHIO MOTOCROSS - AMA/Delaware Motocross Park, Delaware. Info: 614/596-2057.

* OHIO MOTOCROSS - MRA, Delta Raceway, Delta. Info: 313/241-1600 or 419/822-3006.

* OKLAHOMA DIRT TRACK - Vintage Dirt Track Racers, Muskogee Fairgrounds, Muskogee. Info: 918/836-6999.

PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, 2- & 4-Wheel Cycles, Hanover. Info: 717/359-4310.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Summer Series Points Championship, Floyd County, Willis. Info: 540/789-7260.

Sun, Oct 5

CALIFORNIA VINTAGE MOTOCROSS - VMA State Championship Series, Vintage and EVO, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, CRC/Palmdale. Info: 805/272-8889.

* CALIFORNIA TRANS CAL - CMC Trans-Cal, Rnd 4, Motowest Racing, Club Moto, Livermore. Info: 415/587-8678 or 510/443-6686.

* CALIFORNIA MOTOCROSS - Vintage MX, CZ World Championship, Open Modified class included (Pro), Perris Raceway, Perris. Info: 909/653-4042.

CALIFORNIA VINTAGE MOTOCROSS - AHRMA/SVRG, Western Regional & So Cal Series & CZ World Championships, Perris Raceway, Perris. Info: 909/929-6772.

* CALIFORNIA MOTOCROSS - Pit Pro Sponsorship Series/SSC MX, Hungry Valley MX, Gorman. Info: 805/294-0020.

FLORIDA MOTOCROSS - 15th annual AMA State MX Championship Gold Cup Series, North Florida Raceway, Jacksonville. Info: 813/823-2090.

* GEORGIA OFF ROAD GRAND PRIX - 3rd annual Second Helping Grand Prix, Sport Star Inc., Road Atlanta MX, Braselton. Info: 770/493-1792.

* GEORGIA MOTOCROSS - AMA/Dixie M/C Sports Hillbilly Hills MX, Roberta. Info: 912/788-0413.

IDAHO MOTOCROSS - Owyhee Motorcycle Club, Boise. Info: 208/384-5512.

ILLINOIS TRIALS - Tri City MC, Clubgrounds, Coal Valley. Info: 309/799-9449.

INDIANA CROSS COUNTRY - Grand National Cross Country, Racer Productions,Inc., Ironman, Crawfordsville. Info: 304/284-0084.

INDIANA HARE SCRAMBLES - Stoney Lonesome MC, Columbus. Info: 812/342-4411.

IOWA MOTOCROSS - AMA/District 22 MX Series, Sandcastle, Des Moines. Info: 515/285-6910.

IOWA ENDURO - Iowa Enduro Racing Association, Bartlett. Info: 402/733-7917.

* KENTUCKY HARE SCRAMBLES - Red River Hare Scrambles, Bluegrass Sports, Clay City. Info: 606/744-5916.

* MARYLAND MOTOCROSS - AMA/Districts 7&13, Budds Creek MX Park. Info: 301/475-2000.

* MEXICO MOTOCROSS - Too Much Fun Promotions/La Playa Grand Prix Series, Cantamar, Rosarito, Baja. Info: 011/52-661-22525.

* MISSOURI MOTOCROSS - Timberland MX Raceways, Poplar Bluff. Info: 573/686-4187.

NEW YORK TRIALS - AMA/District 4 Observed Trials, Abbots Road, Cuba. Info: 716/968-3580.

NEW YORK ENDURO - Wayne County MC Enduro, Fairville. Info: 315/597-6293.

NEW YORK MOTOCROSS - ACE Motocross/AMA/MSC/District 34 Championship Point Series, Modena. Info: 914/463-2093.

* NEW YORK SHORT TRACK - AMA/Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

* NEW YORK MOTOCROSS - Hunt Moto Park, WNYSC, Robinson Road, Hunt. Info: 716/476-2697.

* NORTH CAROLINA MOTOCROSS - N.A.M.E Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

* OHIO MOTOCROSS - Stars of Tomorrow Youth Championship, MRA, Delta Raceway, Delta. Info: 313/241-1600 or 419/822-3006.

* OREGON MOTOCROSS - CMC/Trans-Cal MX Nationals, Rnd 2, Pacific Northwest, Albany MX Track, Albany. Info: 541/928-4474.

PENNSYLVANIA HARE SCRAMBLES - AMA/District 6, Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340.

SOUTH CAROLINA MINI ROAD RACING - Smoky Mountain Mini Road Racing Association, Palmetto Supertrack, Elgin. Info: 704/531-2797.

SOUTH DAKOTA MOTOCROSS - AMA, Jackpine Gypsies MC, Jackpine Gypsies Club Grounds, Sturgis. Info: 605/347-3418.

* TENNESSEE MOTOCROSS - TNT MX Park, Milan. Info: 901/987-3029 or 987-9633.

TEXAS MOTORCYCLE EXPO - 9th annual Fall Motorcycle Expo, Show, Swap Meet, Arlington Convention Center, Arlington. Info: 972/216-5520.

VIRGINIA HARE SCRAMBLES - VCHSS/Blue Ridge, Martinsville. Info: 540/632-5931.

* VIRGINIA MOTOCROSS - U.S. Eastern Pro-Am Fall Series, AMA/District 13, Birch Creek Motorsports Inc., Actiontown Motocross Park, Dillwyn. Info: 804/724-4392 or 836-0710.

WASHINGTON HARE SCRAMBLES - Rimrock Hare Scrambles/Northwest Motorcycle Association Off-road Series, Yakima Valley Dust Dodgers, Rimrock Lake. Info: 509/966-0992.

Mon, Oct 6

* CALIFORNIA MOTOCROSS - Phillipsville MX, Phillipsville. Info: 707/943-3029 or 707/923-2280.

Thurs, Oct 9

IDAHO MOTOCROSS - Owyhee Motorcycle Club, Boise. Info: 208/384-5512.

Fri, Oct 10

CALIFORNIA SWAP MEET - Intershows Indoor Motorcycle Swap Meet, Orange County Fairgrounds, Costa Mesa. Info: 714/364-2542.

* CALIFORNIA SUPERCROSS - K-B Racing Promotions, Sacramento Raceway, Sacramento. Info: 916/682-6123.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

* NEW JERSEY MOTOCROSS - Thunder in the Sand, AMA/Wildwoods, WSP Racing/NJHRA, Racing on the Beach, Wildwood. Info: 609/523-8051.

* TENNESSEE SUPERCROSS - The FMF Friday Night Fever SX Series, Victory Sports, Appalachian Fairgrounds, Gray. Info: 423/323-5497.

Oct 11-12

CALIFORNIA DUAL SPORT RIDE - KTM/Team Dual Dogs, Invitational Ride, California Hot Springs. Info: 818/701-1913.

CALIFORNIA MOTOCROSS - Over the Hill Gang, South National, Perris Raceway, Perris. Info: 909/444-9411.

CALIFORNIA DUAL SPORT RIDE - AMA/Ridge Runner 500, Overnight, Carson City, Nevada to Santa Cruz. Info: 408/423-4843.

CALIFORNIA DUAL SPORT RIDE - AMA/District 37/Team Dual Dogs, "Aventura De El Tejon," Flying "J" Truck Stop, Lebec. Info: 818/701-1913.

NEW YORK MOTOCROSS - New England Motocross Association, Claverack Motocross Track, Claverack. Info: 518/828-6149.

UTAH DUAL SPORT - AMA/District 37, Tour 'n' Trail Promotions, Color Tour '97, St. George. Info: 818/890-2209.

Sat, Oct 11

* CALIFORNIA SHORT TRACK & TT - Lodi MC, Morse Road, Lodi. Info: 209/544-1027.

CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - Night MX, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

CALIFORNIA SHORT TRACK RACE - San Diego Flat Track Association, Night Race, AHRMA National 250 & 600cc Pro-Am Races, Horse Arena Fairgrounds, Del Mar. Info: 619/234-4432

FLORIDA MOTOCROSS - Dade City Raceway, Rnd 18, Dade City.

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the Lights, Clay Track, MacClenny. Info: 904/387-4911.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Night Race, Fort Lauderdale. Info: 954/321-9422.

* MICHIGAN MOTOCROSS - MRA, Milan Cycle City, Milan. Info: 313/241-1600 or 313/439-7735.

* NEW JERSEY DRAG RACING - Ken Landerman Raceway Park, Top Street Motorcycle Championships, Raceway Park Dragstrip, Englishtown. Info: 908/446-7800.

* NEW JERSEY MOTOCROSS - Thunder in The Sand, AMA/Wildwoods, WSP Racing/NJHRA, Racing on the Beach, Wildwood. Info: 609/523-8051.

NORTH CAROLINA MOTOCROSS - 226 Motocross, Night Racing, Marion. Info: 704/652-3758.

OHIO MOTOCROSS - AMA/District 11, Shannon King Dirt Country, Plus Quads, Blanchester. Info: 513/625-7350.

Sun, Oct 12

CALIFORNIA ROUGH SCRAMBLES - RS Racing Central California Championship Series, Rnd 9, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA HARE SCRAMBLES - AMA/District 37, Jack Rabbits, Lucerene Valley. Info: 310/376-1329.

CALIFORNIA MOTOCROSS - CMC/Rnd 4 South, Los Angeles County Raceway, CRC, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - GFI Racing, Fall Series Rnd 4, Kawasaki, Suzuki & Yamaha Contingency, Lemon Grove MX Park, Piru. Info: 909/653-4042.

CALIFORNIA ENDURO - AMA/District 36, Redding Dirt Riders, Chappie/Shasta OHV Park, Shasta Lake. Info: 916/221-6612 or 221-1977.

* CALIFORNIA MOTOCROSS - North Fall Series, Prairie City. Info: 209/673-8080.

* CALIFORNIA MOTOCROSS - Phillipsville MX, Phillipsville. Info: 707/943-3029 or 707/923-2280.

CALIFORNIA MOTOCROSS - CMMC/Wildcat Canyon Road, Race 16, Barona Oaks. Info: 619/752-8252.

FLORIDA MOTOCROSS - 15th annual AMA State MX Championship Gold Cup Series, Sun State Raceway, Ona. Info: 813/823-2090.

* GEORGIA MOTOCROSS - AMA/Dixie M/C Sports, Hillbilly Hills MX, Roberta. Info: 912/788-0413.

IDAHO TRIALS - AMA Observed Trials, Amateur, Jones Family Farm, Kuna. Info: 208/888-3018.

ILLINOIS MOTORCYCLE SHOW - J&P Promotions, 16th annual Motorcycle Parts Extravaganza, Will County Fairgrounds, Peotone. Info: 319/462-6011.

ILLINOIS MOTOCROSS - Tri City MC Club, AMA/District 88, Quad Cities, Coal Valley. Info: 309/799-3882.

ILLINOIS TRIALS - NITRO, Bley USA, Elk Grove. Info: 847/888-1345.

ILLINOIS GRASS DRAGS - Rock River Riders, Clubgrounds, Polo. Info: 815/232-2731.

* KENTUCKY MOTOCROSS - AMA/Thorobred Series, Bluegrass Motocross Park, Clay City. Info: 606/744-6916.

KENTUCKY HARE SCRAMBLES - AMA/District 10, Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

* MICHIGAN MOTOCROSS - Milan Grand Prix, MRA, Milan Cycle City, Milan. Info: 313/241-1600 or 313/439-7735.

* MISSOURI MOTOCROSS - Spinning Wheels Promotions, Ragged Edge Raceways, Neelyville. Info: 573/686-4441.

* MISSOURI MOTOCROSS - HLR Motorsports Inc., Moberly. Info: 816/263-4296

* NEVADA MOTOCROSS - Las Vegas Motocross Club, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876.

* NEW JERSEY MOTOCROSS - Semi-Pro, AMA/Jay Irwin/Ken Landerman Raceway Park, Pension Road, Englishtown. Info: 908/446-7800.

* NEW JERSEY MOTOCROSS - Thunder in The Sand, AMA/Wildwoods, WSP Racing/NJHRA, Racing on the Beach, Wildwood. Info: 609/523-8051.

N-EW YORK HARE SCRAMBLES - Square Deal Riders Hare Scrambles, South Edmeston. Info: 607/722-6195.

* NEW YORK MOTOCROSS - AMA/CNYMRA, District 3, Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466 or 784-5517.

NEW YORK MOTOCROSS - AMA/MSC, District 34, Fall Series, Diamondback MX, Modena. Info: 914/795-5697 or 914/565-3651.

* NEW YORK MOTOCROSS - Hunt Moto Park, WNYSC, Robinson Road, Hunt. Info: 716/476-2697.

NORTH CAROLINA MOTOCROSS - Victory Sports Racing, Tecnosel Carolina Ultra Series, Polk County MX, Columbus. Info: 423/323-5497.

* NORTH CAROLINA MOTOCROSS - Devils Ridge Motocross Fall Series, District 29, AMA, Sanford. Info: 919/776-1767.

OHIO MOTOCROSS - Sunset Ramblers, Motorcycle Club of Galion, Info:

OHIO MOTOCROSS - CRA/Western Reserve, Middletown Road, Salem. Info: 330/337-8077.

* OKLAHOMA CROSS COUNTRY - OCCRA/Oklahoma Cross Country Racing Association, Tulsa. Info: 405/390-5227.

PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills Sports Center Inc., Route 106, Clifford. Info: 717/222-9290.

PENNSYLVANIA MOTOCROSS/HARE SCRAMBLES - District 5 State Championship, Racer Productions Inc., Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

TEXAS VINTAGE MOTOCROSS - Texas/AHRMA Vintage Iron Fall Series, Rio Bravo. Info: 281/679-5764.

* TEXAS HARE SCRAMBLES - AMA/TCHSS/Trail Riders of Houston, Sublime. Info: 409/732-9171.

WASHINGTON HARE SCRAMBLES - Shelton Valley Hare Scrambles Northwest Motorcycle Association Off-road Series/Puget Sound Enduro Riders, Shelton Fairgrounds, Shelton. Info: 360/491-1728.

* WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV, Richland. Info: 509/837-3595.

* WISCONSIN MOTOCROSS & SHORT TRACK - Aztalan Cycle Club Inc., AMA/Clubgrounds, Randy Schuessler Memorial Race, Lake Mills. Info: 414/353-5920.

Fri, Oct 17

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls, Jackson. Info: 912/994-6630.

Oct 18-19

ARIZONA MOTOCROSS - AMX Grand Canyon State Championship/CMC Copper State Classic, Rnd 3, Speedworld, Phoenix. Info: 520/634-6133.

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 10, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

* CALIFORNIA MOTOCROSS - CMC/Trans-Cal MX Nationals Final Showdown, Quail Canyon OHV, Gorman. Info: 714/367-1141.

NEVADA HARE SCRAMBLES - Roosters MC, MRAN, Logandale. Info: 702/897-5171.

TENNESSEE MOTOCROSS - Victory Sports Racing, AMA/United States Mega Series, Muddy Creek Raceway, Blountville. Info: 423/323-5497.

Sat, Oct 18

* CALIFORNIA SHORT TRACK & TT - Lodi MC, Morse Road, Lodi. Info: 209/544-1027.

CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - Night MX, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

CALIFORNIA MOTOCROSS - CMC Marysville Motocross, Night Race, Riverfront Park, Marysville. Info: 916/695-2727.

FLORIDA MOTOCROSS - Dade City Raceway, Night MX, Dade City.

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the lights, Clay Track, Races every 2nd and 4th Saturday, MacClenny. Info: 904/387-4911.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Night Race, Fort Lauderdale. Info: 954/321-9422.

* KENTUCKY SHORT TRACK - Paducah Dirt Riders, off Hwy 60 on County Park Lane, Paducah. Info: 502/444-6438.

* LOUISIANA DIRT TRACK - Swampland Raceway, Grand Prairie. Info: 318/363-3734 or 318/363-3371.

* MICHIGAN MOTOCROSS - Dirt Riders Motorsports, AMA/District 14, Log Road Motocross, Coldwater. Info: 419/636-5430.

MICHIGAN MOTOCROSS - MRA, Milan Cycle City, Milan. Info: 313/241-1600 or 313/439-7735.

* NEW JERSEY DRAG RACING - Ken Landerman Raceway Park, Top Street Motorcycle Championships, Raceway Park Dragstrip, Englishtown. Info: 908/446-7800.

NEW YORK TRIALS - AMA/District 4 Observed Trials, Pearl St., Moreland. Info: 607/535-9321.

* OKLAHOMA SHORT TRACK - Port City Raceway, Tulsa. Info: 918/438-7856.

PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, 2- & 4-Wheel Cycles, Hanover. Info: 717/359-4310.

* TENNESSEE ARENACROSS - KTMXA, Paris Dirt Trackers Inc., Rnd 5, Tennessee State Arenacross Championship, Henry County Fairgrounds, Paris. Info: 901/642-0511.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Floyd County, Willis. Info: 540/789-7260.

Oct 19-25

CALIFORNIA DUAL SPORT RIDE - AMA/District 37, Countdown 6-1/2 Days of California, Sierra Nevada Mountains, Ridgecrest. Info: 818/348-8381.

Sun, Oct 19

CALIFORNIA ENDURO - AMA/District 37, Training Wheels Enduro, Stoddard Valley. Info: 310/376-1329.

CALIFORNIA GRAND PRIX - SRA Grand Prix, Glen Helen. Info: 714/957-2985.

CALIFORNIA GRAND PRIX - Los Angeles County Raceway, CRC, Gremlin, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - GFI Racing, Fall Series Rnd 5, Perris Raceway, Perris. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - GFI North Fall Series, Madera. Info: 209/673-8080.

CALIFORNIA ENDURO - AMA/District 36, Jackhammer-Oakland MC, Mendocino National Forest, Stonyford. Info: 510/846-3509.

FLORIDA MOTOCROSS - 15th annual AMA State MX Championship Gold Cup Series, Florida Moto Sports, Ocala. Info: 813/823-2090.

MARYLAND MOTOCROSS - Antietam Motorcycle Club, AMA/District 7, Howell Road, Hagerstown. Info: 301/797-8686 or 301/797-1607.

* MARYLAND HARE SCRAMBLES - AMA/ECEA, Budds Creek Motocross Park, Budds Creek. Info: 301/475-2000.

* MICHIGAN MOTOCROSS - Dirt Riders Motorsports, AMA/District 14, Log Road MX, Coldwater. Info: 419/636-5430.

* MISSOURI MOTOCROSS - Timberland MX Raceways, Poplar Bluff. Info: 573/686-4187.

* NEVADA MOTOCROSS - CMC/Silver State Motocross, Carson City. Info: 702/267-4392.

NEW YORK TRIALS - AMA/District 4 Observed Trials, Pearl St., Moreland. Info: 607/535-9321.

NEW YORK MOTOCROSS - AMA/MSC, District 34, Fall Series, Tri-State Challenge, Walden Playboys MX, Wallkill. Info: 914/561-2126.

* NORTH CAROLINA DRAG RACE - Honda Suzuki of Sanford, The Rock Rockingham Dragway, Sanford. Info: 910/582-3400.

OHIO HARE SCRAMBLES - Buckeye Series, Amherst Meadowlarks MC. Info: 216/988-9100.

OHIO CROSS COUNTRY - Grand National Cross Country, Racer Productions Inc., Little Beaver Park, Lisbon. Info: 304/284-0084.

* OHIO MOTOCROSS - MRA, Sandusky Valley Riders MC, Tiffin. Info: 419/425-1515 or 419/927-MOTO.

PENNSYLVANIA HARE SCRAMBLES - AMA/District 6, Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340.

PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills Sports Center Inc., Route 106, Clifford. Info: 717/222-9290.

* TENNESSEE MOTOCROSS - Rose Racing, 5th race, Tennessee State Championships, Memphis. Info: 901/465-4511 or 901/486-5635.

* TEXAS MOTOCROSS - Pro-Circuit Regional Fall Classic, Rnd 2, Greenville MX Park, Greenville. Info: 903/405-0017.

VIRGINIA HARE SCRAMBLES - VCHSS/Peninsula 100, Newport News. Info: 757/255-4620.

* VIRGINIA FLAT TRACK - AMA/Virginia Flat Track State Championship Series, Birch Creek Motorsports Park, Danville. Info: 804/836-0710 or 724-4392.

* VIRGINIA MOTOCROSS - U.S. Eastern Pro-Am Fall Series, AMA/Birch Creek Motorsports Inc., Birch Creek Motorsports Park, Danville. Info: 804/724-4392 or 836-0710.

WASHINGTON POKER RUN - Northwest Motorcycle Association Poker Run Series/River City MC, Tahuya Forest, Belfair. Info: 360/843-1253.

* WISCONSIN MOTOCROSS & SHORT TRACK - Aztalan Cycle Club Inc., AMA/Racer Swap Meet, Clubgrounds, Lake Mills. Info: 414/353-5920.

* WISCONSIN MOTOCROSS - Lake Geneva Raceway, Triplecross Points, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

Oct 24-26

* LOUISIANA SPEEDWAY - Rat Pack MC and Racing, Possum Cove, Lake Charles. Info: 318/855-2401 or 318/855-1978.

Fri, Oct 24

* CALIFORNIA SUPERCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

Oct 25-26

ARIZONA MOTOCROSS - AMX Grand Canyon State Championship/CMC Copper State Classic, Rnd 4, Verde Valley Motorplex, Cottonwood. Info: 520/634-6133.

* MICHIGAN MOTOCROSS - Baja Acres, Birch Run Road, Millington. Info: 517/871-3356.

Sat, Oct 25

* CALIFORNIA SHORT TRACK & TT - Lodi MC, Morse Road, Lodi. Info: 209/544-1027.

CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA DESERT RACE - The Budweiser Superstition 250 XIII, Lake Superstition. Info: 619/427-5759.

* CALIFORNIA MOTOCROSS - Night MX, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

FLORIDA MOTOCROSS - Dade City Raceway, Rnd 19, Dade City.

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the lights, Clay Track, MacClenny. Info: 904/387-4911.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Night Race, Fort Lauderdale. Info: 954/321-9422.

* MICHIGAN MOTOCROSS - MRA, Milan Cycle City, Milan. Info: 313/241-1600 or 313/439-7735.

* NEW JERSEY DRAG RACING - Ken Landerman Raceway Park, Top Street Motorcycle Championships, Raceway Park Dragstrip, Englishtown. Info: 908/446-7800.

NORTH CAROLINA MOTOCROSS - 226 Motocross, Night Racing, Marion. Info: 704/652-3758.

* OHIO MOTOCROSS - AMA/Vinton Motocross Park, McArthur. Info: 614/596-2057.

* TENNESSEE ARENACROSS - KTMXA, Paris Dirt Trackers Inc., Final Round, Henry County Fairgrounds, Paris. Info: 901/642-0511.

Sun, Oct 26

CALIFORNIA DUAL SPORT RIDE - KTM/High Desert Ride, Victorville. Info: 818/701-1913.

CALIFORNIA ROUGH SCRAMBLES - RS Racing Central California Championship Series, Rnd 10, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA HARE & HOUND - AMA/District 37, 100's MC, Lucerene Valley. Info: 310/376-1329.

* CALIFORNIA SHORT TRACK & TT - Lodi MC, Morse Road, Lodi. Info: 209/544-1027.

CALIFORNIA/ MOTOCROSS - Los Angeles County Raceway, CRC, Sponsorship Series, Palmdale. Info: 805/272-8889.-

* CALIFORNIA MOTOCROSS - GFI North Fall Series, Prairie City. Info: 209/673-8080.

CALIFORNIA CYCLE SHOW & SWAP MEET - Long Beach Cycle Show, Long Beach Veterens Stadium, Long Beach. Info: 714/557-1846.

* CALIFORNIA MOTOCROSS - Pit Pro Sponsorship Series/SSC MX, Lake Castaic MX, Castaic. Info: 805/294-0020.

CALIFORNIA MOTOCROSS - CMMC/Wildcat Canyon Road, Race 17, Barona Oaks. Info: 619/752-8252.

COLORADO MOTOCROSS - AMA/District 25, RMXA Rocky Mountain Motocross Association, Aztec Family Raceway, Colorado Springs. Info: 719/473-6723 or 303/271-0190.

FLORIDA MOTOCROSS - 15th annual AMA State MX Championship Gold Cup Series, Gatorback, Gainesville. Info: 813/823-2090.

FLORIDA ROAD RACE - Vintage/Modern Road Race, Team Obsolete Promotions, Daytona Int'l Speedway, Daytona. Info: 718/596-0504.

GEORGIA FLAT TRACK - GFTL/Carnesville. Info: 770/962-7888.

ILLINOIS TRIALS - State Championship, NITRO, Motosports Park, Byron. Info: 847/888-1345.

* KENTUCKY MOTOCROSS - Daniel Boone Motocross, London. Info: 606/877-1364.

KENTUCKY MOTOCROSS - Pendleton County MC Park, Center Ridge Road, Gardnersville. Info: 606/472-3442.

* MISSOURI MOTOCROSS - Spinning Wheels Promotions, Ragged Edge Raceways, Neelyville. Info: 573/686-4441.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876.

* NEW JERSEY MOTOCROSS - AMA/Powerline Park, New Egypt Speedway, New Egypt. Info: 732/752-7305.

NEW YORK MOTOCROSS - ACE Motocross/AMA/MSC/District 34 Championship Point Series, Modena. Info: 914/463-2093.

* NEW YORK MOTOCROSS - WNYSC, Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466 or 784-5517.

* NORTH CAROLINA MOTOCROSS - N.A.M.E Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

OHIO MOTOCROSS - CRA Fall Series, Amherst Meadowlarks MC. Info: 216/988-9100.

* OHIO HARE SCRAMBLES - Fallen Timbers Hare Scrambles, Delta Raceway, Delta. Info: 313/241-1600 or 419/822-3006.

* OKLAHOMA CROSS COUNTRY - OCCRA/Oklahoma Cross Country Racing Association, Stillwater. Info: 405/390-5227.

PENNSYLVANIA MOTOCROSS - AMA/District 5 State MX Championship, Pleasure Valley Raceway. Info: 814/536-1845.

PENNSYLVANIA HARE SCRAMBLES - AMA/District 6, Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340.

VIRGINIA CROSS COUNTRY - Grand National Cross Country, Racer Productions Inc., River Bottom, Alton. Info: 304/284-0084.

WASHINGTON ENDURO - Cowbell Enduro Northwest Motorcycle Association Enduro Series/Mount Baker MC, Bellingham. Info: 360/734-0492.

* WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV, Richland. Info: 509/837-3595.

Oct 31-Nov 2

FLORIDA MOTORCYCLE SHOW - J&P Promotions, 2nd annual Motorcycle Parts & Ride-In Bike Show, west parking lot of Daytona Ocean Center, Daytona Beach. Info: 319/462-6011.

Fri, Oct 31

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls, Jackson. Info: 912/994-6630.

Nov 1-2

CALIFORNIA GRAND PRIX - AMA/District 37, Prospectors MC, Hungry Valley, Gorman. Info: 310/322-3612.

* CALIFORNIA MOTOCROSS - White Brothers World Vet Championships, Glen Helen Raceway, San Bernardino. Info: 909/880-3090 or 714/692-3404.

NEVADA GRAND PRIX - Jackrabbits MC, MRAN, Beatty. Info: 702/399-7352.

OREGON POKER RUN - Halloween Poker Run, Night Race, Millican MX, Bend. Info: 541/389-0088 or 541/383-4195 or 503/639-0740.

SOUTH CAROLINA MOTOCROSS - Victory Sports Racing, Tecnosel Carolina Ultra Series, Camp Coker MX, Society Hill. Info: 423/323-5497.

Sat, Nov 1

CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

FLORIDA MOTOCROSS - Dade City Raceway, Rnd 20, Dade City.

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the lights, Clay Track, Races every 2nd and 4th Saturday, MacClenny. Info: 904/387-4911.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Night Race, Fort Lauderdale. Info: 954/321-9422.

LOUISIANA DIRT TRACK - Swampland Raceway, Grand Prairie. Info: 318/363-3734 or 318/363-3371.

OHIO MOTOCROSS - AMA/District 11, Shannon King Dirt Country, Blanchester. Info: 513/625-7350.

Sun, Nov 2

* CALIFORNIA MOTOCROSS - Motowest Racing Ent., Laguna Seca, Monterey. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, CRC, Sponsorship Series, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Marysville Motocross, Riverfront Park, Marysville. Info: 916/695-2727.

CALIFORNIA HARE SCRAMBLES - AMA/District 36, Dirt Diggers North M/C Inc., Prairie City State Vehicle Recreation Area, Rnd 16 of Cross Country Series, Sacramento. Info: 1-800/Hangtown.

* CALIFORNIA MOTOCROSS - GFI North Fall Series, Hollister. Info: 209/673-8080.

FLORIDA RIDE AND BIKE SHOW - J&P Promotions, Boardwalk Ride, straight down Main Street, Daytona Beach. Info: 319/462-6011.

IOWA ENDURO - Iowa Enduro Racing Association, Morrison. Info: 815/772-4259.

IOWA OBSERVED TRIALS - AITRA, Amboy Trail Ranch, Newton. Info: 515/792-0207.

* KENTUCKY MOTOCROSS - Thorobred Series, Bluegrass Sports, Bluegrass Motocross Park, Clay City. Info: 606/744-5916.

MARYLAND HARE SCRAMBLES - Antietam Motorcycle Club, AMA/District 7, Howell Road, Hagerstown. Info: 410/922-0334.

* MARYLAND MOTOCROSS - AMA/Districts 7&13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

* MISSOURI MOTOCROSS - Timberland MX Raceways, Poplar Bluff. Info: 573/686-4187.

* NEW JERSEY MOTOCROSS - AMA/Powerline Park, New Egypt Speedway, New Egypt. Info: 732/752-7305.

NEW YORK MOTOCROSS - AMA/MSC/District 34, Fall Series, Diamondback Motocross, Modena. Info: 914/795-5697 or 914/565-3651.

* OHIO HARE SCRAMBLES - Fallen Timbers Hare Scramble Series, MRA, Delta Raceway, Delta. Info: 313/241-1600 or 419/822-3006.

* OKLAHOMA MOTOCROSS - Pro-Circuit Regional Fall Classic, Rnd 3, Ponca City. Info: 405/762-3635 or 405/762-5502.

* PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills Sports Center Inc., Clifford. Info: 717/222-9290.

SOUTH CAROLINA MINI ROAD RACING - Smoky Mountain Mini Road Racing Association, Palmetto Supertrack, Elgin. Info: 704/531-2797.

* TENNESSEE MOTOCROSS - TNT MX Park, Milan. Info: 901/987-3029 or 987-9633.

VIRGINIA HARE SCRAMBLES - VCHSS, Surry 100, Surry. Info: 757/255-4620.

* VIRGINIA MOTOCROSS - U.S. Eastern Pro-Am Fall Series, AMA/District 13, Birch Creek Motorsports Inc., Actiontown Motocross Park, Dillwyn. Info: 804/724-4392 or 836-0710.

WASHINGTON POKER RUN - Northwest Motorcycle Association Poker Run Series/Bremerton Cruisers MC, Tahaya Forest, Belfair. Info: 360/692-8936.

* WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV, Richland. Info: 509/837-3595.

Nov 7-9

* NEVADA ARENACROSS - CMC/On Trac Events, West Coast Arenacross Challenge, MGM Grand Gardens, Las Vegas. Info: 702/267-4392.

Nov 8-9

ARIZONA MOTOCROSS - AMX Grand Canyon State Championship/CMC Copper State Classic, Rnd 5, Ocotillo, Eloy. Info: 520/634-6133.

* CALIFORNIA GRAND PRIX - GFI Racing, Elsinore Grand Prix, Elsinore. Info: 909/653-4042.

NEVADA DUAL SPORT - Team Dual Dogs, Stateline 300, KTM California Dual Sport Series. Info: 818/701-1913.

* TEXAS MOTOCROSS - Pro-Circuit Regional Fall Classic, Rnd 4, Lake Whitney Motocross, Whitney. Info: 254/694-4271.

Sat, Nov 8

CALIFORNIA DUAL EURO SCRAMBLES - AMA/District 37, Barstow. Info: 310/376-1329.

CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

FLORIDA MOTOCROSS - Dade City Raceway, Night MX, Dade City.

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race under the lights, Clay Track, MacClenny. Info: 904/387-4911.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Night Race, Fort Lauderdale. Info: 954/321-9422.

Sun, Nov 9

ARIZONA ROAD RIDE - Pediatric Brain Tumor Foundation of the United States, Ride for Kids, Phoenix. 704/665-6891.

CALIFORNIA ROUGH SCRAMBLES - RS Racing Central California Championship Series, Round 11, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA DUAL EURO SCRAMBLES - AMA/District 37, Barstow. Info: 310/376-1329.

CALIFORNIA MOTOCROSS - Edwards AFB, CRC, Sponsorship Series. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - GFI North Fall Series, Madera. Info: 209/673-8080.

* CALIFORNIA MOTOCROSS - Phillipsville MX, Phillipsville. Info: 707/943-3029 or 707/923-2280.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Website Address/URL: _____

Your name: _____

RESULTS

Hare Scrambles
Eagle Creek Park
Owenton, KY
August 17
By Jim Darlington

OPEN B
David Lacey ATK
Lee Willingham ATK
Brian Neal KTM
Scott Smith KTM
200 A
Kris Aldridge Kaw
250 A
David McWilliams Hon
Chris Burke Yam
250 B
David Saylor Suz
Darren Darlington Suz
VET
Ron Guiliano ATK
John McCloy Hon
Mike Tipton Suz
Dave Ruwe Hon
OPEN SR
Stuart Ferguson Kaw
Bruce Gill Hon
Tom Farwell ATK
4-STRK
Christopher Wells Hon
David Wilson Suz
Rick Robinson Hon
L/T
Scot Gill Hon
Ian Ferguson Kaw
Lee Reid Kaw
H/T
Henderson Jude Yam
Brandt Ely Yam
Eric Schmidt Hon
James Wallace KTM
Casey Centers Yam
WMN
Robin Ruwe Hon
Julie Prather Hon

Motocross
Honda Hills
Motosports Park
Linville, OH
August 1
By Rupert Pellett

50 (4-6)
Tyler Bowers Cob
Ryan Ivers Cob
Kris Nelson Cob
Nathan Heskett Cob
Ryan Kerr Cob
50 (7-8)
Shawn Lowe Jr. Cob
John Ramey III Cob
Aaron Kline Cob
Trevor Kline KTM
Justin Royce Lem
65
Jake Mohney Kaw
Chris Chapman Kaw
John Romanyuk Kaw
Mike Tuller Kaw
Morgan Green Kaw
MINI JR
Travis Green Hon
Phil Kinnison Suz
Jake Mohney Kaw
Trenton Ousley Hon
Corey Fearn Kaw
MINI SR
Andy Willard Suz
Travis Hartshorn Yam
Ross Adams Yam
David Herb Kaw
A.J. Meade Kaw
SCHBY 125
Scott Kuchler Hon
Shaun Kuchler Hon
Jason Wade Suz
Jake Mathews Hon
Andy Willard Suz
WDS
Mark Adkins KTM
Brad Beery Yam
Jack Tuller KTM
David Stoneburner Hon
Stacey Snead Hon
4-STRK
David Stoneburner Hon
Stacey Snead Hon
Earnie Wheeland Kaw
Dave Grear Kaw
James McElroy Hon
OPEN B
Marty Kehlmaier KTM
Phil Wood Hon
Don Passavant Hon
125 A
Mark Burkhart Hon
John Sims Kaw
Chris Berry Suz
125 B
Nathan Laymon Hon
Wes Boyd Suz
Scott Kuchler Hon
Shaun Kuchler Hon
James Chapman Suz
125 C
Jeff Torres Kaw
Justin Stalling Hon
Travis Ousley Hon
Mark Yost Suz
Bill Burgess Suz
250 A
Mark Burkhart Hon
Chris Berry Suz
Troy Swartz Kaw
Mark Weaver Kaw
250 B
Chad Jerles Suz
Brandon Shull Suz
Bub Thomas Suz
Greg Hubbs Hon
Jim Durst Hon
250 C
Shawn Sims Suz
Scott Hayes Hon
Vince Langhirt Kaw
Marty Dimperio Hon
Tommy Layman Hon
16-24
Chad Jerles Suz
Brandon Shull Suz
Justin Terrell Suz
25+
Mark Weaver Kaw
Troy Karshner Hon
Donni Urban Suz
Don Buckley Kaw
Joe Speakman Hon
30+
Troy Karshner Hon
Skip Zimmerman Hon
Joe Speakman Hon
James Fearn Kaw
Joe Sheppard Hon
40+
Brad Beery Yam
Bill Hartshorn Yam
Mike Allen Hon
Dale Whyde Kaw
Robert Zearly Yam

Motocross
Honda Hills
Motorsports Park
Linville, OH
July 25
By Rupert Pellett

50 (4-6)
Tyler Bowers Cob
Haven Holdcroft Cob
Ryan Ivers Cob
Ryan Allbaugh Cob
Nathan Heskett Cob
50 (7-8)
Aaron Kline Cob
Justin Royce Lem
Shawn Lowe Jr. Cob
Trevor Kline KTM
T.J. Hartshorn Act
65
Derrick Dunaway Kaw
Chris Chapman Kaw
John Ramanyuk Kaw
Morgan Green Kaw
Matt Weaver Kaw
MINI JR
Jared Grabiel Suz
Derrick Dunaway Yam
Jeff Roelle Yam
Corey Fearn Kaw
Travis Green Hon
80 SR
Travis Hartshorn Yam
Craig Garrett Hon
Ross Adams Yam
Jeremy Karshner Hon
A.J. Meade Kaw
SCHBY 125
Jake Mathews Hon
Michael Campbell Suz
16-24
Chad Jerles Suz
Troy Swartz Kaw
Larry Walker Hon
Brandon Shull Suz
25+
Mark Weaver Kaw
Greg Hubbs Hon
John Woodfork Kaw
Troy Karshner Hon
R.J. Wilhelm Suz
30+
Troy Karshner Hon
Joe Speakman Hon
Bart Barok Yam
Bobby Hubbs Hon
Joe Sheppard Hon
40+
Bill Hartshorn Yam
Steve Brunton Yam
Mike Allen Hon
Dale Whyde Kaw

Endurance
1997 NCMRRA
Summer Endurance Classic
Prarie City SVRA
Sacramento, CA
June 8
By Ken Callahan

OPEN
Kerr/Canet
Merlino/Douglas
Short/Takeda
George/Cozzens
MOD
Martinez/Reilly
Harp/Merlino
Putt/Busacca/Mackey
Nunez/Nunez
Barber/Camp
50
Dorsey/Callen
Perry/Florea/Schultz
Cha/Bazinet
Majors/Bateman
Atkins/Walker

Road Racing
1997 NCMRRA
Championship
Round #4
Prairie City SVRA
Sacramento, CA
June 8
By Ken Callahan

STK
Tony Callen Yam
Miles McGowan Yam
Art Martinez Yam
Robert Walker Yam
S/SPRT
Jerry Douglas Yam
John Daker Yam
Dan Merlino Yam
Eric Kohler Yam
Justin Hunt Yam
S/BK
Brian Short Yam
Dan Merlino Yam
Jerry Douglas Yam
Art Martinez Yam
Miles McGowan Yam
60 GP
Brian Short Yam
Jerry Douglas Yam
Art Martinez Yam
Ron Hipkiss Hon
Miles McGowan Yam
80 GP
Don Canet Kaw
Paul Kerr Kaw
Mike Cullen Kaw
Ken Takeda Yam
Brian Short Yam
NOV STK
Jonathan Flor Yam
Jeff Swartz Yam
Scott Dumont Yam
Don Bazinet Yam
John Velcamp Yam
NOV S/SPRT
Mike Turner Yam
Minoru Cha Yam
Jonathan Flor Yam
Jeff Swartz Yam
Eric Bateman Yam
NOV S/BK
Fred Putt Yam
Robert Nunez Yam
Sam Merlino Yam
Stewart Barber Yam
David Helmick Yam
B/W
Ron Hipkiss Hon
Chuck Rajewski Yam
Cory Call Hon
Larry Oliver Suz
WMN
Barb Landry Yam
Sam Merlino Yam
Kathy Reilly Yam
Susan Clark Yam
Laura Douglas Yam
OPEN VET
Don Canet Kaw
Ken Takeda Yam
Mike Cullen Kaw
Steve Foster Yam
Mark Cozzens Suz
MOD VET
Art Martinez Yam
John Greenly Yam
Roger Dowd Yam
Geoff Eppes Yam
Charles Tsegeletos Yam
NOV TRPHY DSH
Ed Mackey Yam
Antonio Nunez Yam
David Helmick Yam
Alex Florea Yam
John Velcamp Yam

Road Racing
Motorcycle Roadracing Association
Pikes Peak International Raceway
August 10
By Deena Brewer

NOV GTO
Stephen Smith
Courtney Lindorff Hon
Thomas Jenson Hon
Rick Ehmann
Eric Engen Hon
NOV GTU
Courtney Lindorff Hon
Thomas Jenson Hon
Gabriel Covarrubias
Eric Engen Hon
Kenneth N. Danielson
AM GTO
Rod Brueske Suz
Justin Savage Suz
Stephen Smith Hon
Thomas Jenson Hon
Dane Manker Hon
AM GTU
Justin Savage Suz
Martin N. Sims Yam
Eric Engen Hon
Kevin Kowalchuk Yam
Michael Applehans Hon
MDRN VINT GTO
Rick Phelps Suz
Norman Lastovica Duc
MDRN VINT GTU
Scott McRoberts Hon
Tony Baker Yam
James Gilpatric Kaw
Timothy Ludwig Hon
Shannon France Yam
S/TW GTO
Jon Glaefke Suz
John Fisher Duc
Jim Brewer Suz
John Borghese Duc
Charles Galea Bue
S/TW GTU
Jerry Anderson Hon
Bill Peoples Hon
Keith Miller Hon
David Holland Hon
Stephen Husbands Kaw
M/W S/SPRT
Don Hough Suz
James Randolph Suz
Bryan A. Chesser Hon
Bobby Miosek Hon
Tetsu Imanishi Kaw
H/W S/SPRT
Dennie Burke Suz
Terry Teske Suz
Ricky Orlando Suz
Ryan Burke Suz
Rad Greaves Hon
OPEN S/SPRT
Scott Ruehle Suz
Terry Teske Suz
Shawn Potter Suz
Brian Lehfeldt Suz
Rod Brueske Suz
L/W S/BK
Williams Comegys Yam
Tony Baker Yam
Jurgen Wimbauer Yam
Tony Mata Yam
Donald Medina Jr. Yam
M/W S/BK
Chuck Shettsline
Bryan A. Chesser Hon
Daniel Sedelmeier Hon
Martin N. Sims Yam
Scott McRoberts Kaw
H/W S/BK
Russell Strobridge Kaw
Frank D. Cowgill III Yam
Ryan Burke Suz
Anthony Johnson Suz
Kurt Dimick Duc
OPEN S/BK
Josh Graham Yam
Aaron Turner Suz
Russell Strobridge Kaw
Dan Turner Yam
Anthony Johnson Suz
F-2
Jeff Vos Hon
Ty Piz Yam
Williams Comegys Yam
Kelly Newman W-R
Jurgen Wimbauer Yam
F-3
Geoff Cesmat Hon
Jeff Schueller Hon
John Beldock Hon
Shannon Theriault Hon
Dave Cook Hon
F-COLORADO
Williams Comegys Yam
Jurgen Wimbauer Yam
Kelly Newman W-R
Geoff Cesmat Hon
Steve Donivan KTM
RACE OF THE ROCKIES
Kurt Dimick Duc
Ricky Orlando Suz
Shawn Potter Suz
Ryan Burke Suz
Anthony Johnson Suz

Motocross
Thor/Parts Unlimited Northeast Classic MX Series
Round 5
Walden Playboys MX
Walden, NY
July 27
By Bill Canaguier

P/W
Corey Price Yam
Gregory Challacombe Yam
Terrance Parson Yam
Frank Pokorny Yam
Kevin Waters Yam
50 (4-6)
Zach Whitmore Cob
Garret Wilson Cob
Mike Stryker Cob
Gregory Infinger KTM
Travis Blachly KTM
50 (7-8)
Phillip Nicoletti Lem
Mike Gesso Lem
Dustin Baarck KTM
Jeremy Medaglia Cob
Matt White KTM
65 (7-11)
Bob Kiniry Kaw
Jay Weller Kaw
Robert Johnson Kaw
Brian Murgph Kaw
Phillip Nicoletti Kaw
85 (7-11)
Ryan Mills Suz
Bob Kiniry Kaw
Billy Heckman Kaw
Jay Weller Hon
David Sterritt Suz
S/MINI
Ryan Mills Suz
Mike Leavitt Hon
Ken Rand Hon
Guilherme Semanec Yam
Paul Dornellas Hon
85 (12-13)
Jeremy Cook Kaw
Ken Rand Hon
Mike Leavitt Hon
Guilherme Semanec Yam
Lee Woodward Yam
85 (14-15)
Paul Veracka Kaw
David Ginolfi Kaw
Chad Bellott Yam
Scott Fleece Suz
Ryan Golding Hon
125 SCHBY
Mike Dougherty Hon
Shawn Russo Suz
Mark Waldele Kaw
Elio Perelra Hon
Wesley Rebisz Yam
CLGBY
Drew Baier Kaw
Mike Peat Suz
Jason Hunziker Suz
John Feminelta Kaw
Jeff Fleece Yam
125 NOV
Mark Waldele Kaw
Wayne Frie Yam
James Depatto Hon
Gary Collette Hon
Paul Fontana Suz
125 AM
Aaron Day Kaw
Josh Sterrit Suz
Mike Dougherty Hon
Chris Day Kaw
Willie Bozack Hon
125 EX
Bruce Stratton Suz
Carlo Coen Suz
Eric Reilly Suz
Keith Troccoli Suz
Gaylon Dickson Yam
250 NOV
Rich Schouermann Suz
Gary Collette Hon
John McKean Suz
Josh Nemeth Hon
Daniel Barry Kaw
250 AM
Shane Shipley Kaw
Antonio Poccia Kaw
Shawn Russo Suz
Pat Stusinski Suz
Jason Tublewicz Suz
250 EX
Carlo Coen Suz
Bruce Stratton Suz
Mike Spear Suz
Eric Reilly Suz
Kurt McMillen Hon
25+ AM
Shane Shipley Kaw
Rich Dool Kaw
Kevin Shepard Suz
Nils Tribus Kaw
Keith Crothers Hon
25+ EX
Kurt McMillen Hon
Bruce Stratton Suz
Mike Spear Suz
Robert Eichlin Suz
Gaylon Dickson Yam
30+ NOV
Ed Rapp Kaw
Anthony Tetta Kaw
Dan Barry Kaw
Ron Spicer Kaw
Dereck Swanson Hon
30+ AM
Rich Dool Kaw
Nils Tribus Kaw
Brian Broadwell Suz
Kevin Green Suz
Nick Smith Yam
30+ EX
Kurt McMillen Hon
Carlo Coen Suz
Mike Spear Kaw
Kenny Blackwell Hon
Jim Kapitan Hon
40+ SR
Brian Broadwell Suz
John Delgrosso Suz
James Hunnell Hon
Pete Panaroni Kaw
Joe Ferrini Yam
WMN
Erin McDermott Yam
Renee Thesing Suz
Mariana Stringel Hon
Lindsay Cron Suz

Supercross
Clarksville, TN
August 3
By Bonnie Burkeen

50 (4-6)
Cole Huggins KTM
Allen Brady Act
Chase Reagan Yam
Kyle Smithson Yam
Trevor Ezell Yam
50 (7-8)
Richard Kacat Hon
Richard Ellis Lem
60
Darin Downs Kaw
Steve Kissiar Kaw
Tyson Ezell Kaw
Chase Thomas Kaw
Jacob Young Kaw
85 BEG
Trent Young Kaw
Greg Wachs Kaw
Justin Thomas Hon
85 JR
Steve Kissiar Kaw
Darin Downs Kaw
Ricky Hopkins Kaw
Tyson Ezell Kaw
85 SR
Shane Kissiar Suz
SCHBY
Scott Taylor Hon
Shane Kissiar Suz
16-24
Brian Hall Kaw
125 BEG
Jonathan Hunter Hon
Brian Patterson Yam
125 A
Joey Still Suz
125 C
Scott Taylor Hon
Ben Ferrell Hon
Brian Hall Kaw
Jeff Grunow Yam
Dave Diamond Yam
250 BEG
T.J. Tedder Hon
Ricky Hopkins Kaw
Adam Filler Hon
David Hyde Hon
Noel Vaughn Suz
250 A
Jordan Moneymaker Yam
250 C
John London
Mike Ramey Yam
Shaun Cutsinger Hon
25+
Joey Still Suz
Nathan Kennedy Hon
Timmy P'Poole Kaw
Mike Ramey Yam
Noel Vaughn Suz
30+
Timmy P'Poole Kaw
Nathan Kennedy Hon
John London Kaw
Roger Gates Hon
40+
Larry Still Hon
200/4-STRK
Marty Moore Hon
Aaron Crick Hon
Adam Darnell Hon
Harold Wilson Hon
Harley Bean Hon

Supercross
Powerline SX
Atwood, TN
August 23
By Bonnie Burkeen

50
Jake Mabry KTM
Preston Serratt Lem
Spencer Cook Lem
Justin Carver Lem
Justin Crick Yam
60
Steve Kissiar Kaw
Jeremy Vaeth Kaw
Casey Vinterella Kaw
Cody Bissart Kaw
Brandon Springer Kaw
85 JR
Casey Johnson Hon
Cody Akins Yam
Greg Lovins Yam
Justin Strayhorn Hon
Steve Kissiar Suz
85 SR
Jamaal Bond Hon
Adam Phelps Suz
Adam Manning Kaw
William Devault Suz
Shane Kissiar Suz
SCHBY
Justin Brown Yam
Adam Phelps Suz
Shane Kissiar Suz
William Devault Suz
Adam Manning Kaw
16-24
Jason Perry Hon
William Smallwood Yam
Chris Sweat Suz
BEG
Tony Tucker Suz
Wesley O'Conner Hun
Jimmy Caviness Hon
John Springer Yam
Brian Dunn Suz
125 A
Justin Quinn Kaw
125 B
Pooh Bear Guiden Hon
Justin Brown Yam
125 C
William Smallwood Yam
Michael Sisco Hon
Jason Shell Kaw
Aaron Mudd Hon
Jason Stewart Hon
250 A
Mitchell Moore Hon
250 B
Pooh Bear Guiden Hon
Chris Sweat Suz
Rick Tyler Kaw
250 C
Mark Ingemi Kaw
Steve Watkins Hon
Bryan Jennings Kaw
25+
Mark Hunt Suz
Lonnie Evans KTM
Timmy P'Poole Kaw
30+
Mark Hunt Suz
Timmy P'Poole Kaw
Lonnie Evans KTM
Doug White Hon
40+
Rex Tyler Kaw
WMN
Melissa Bailey Hon
200/4-STRK
Brian Hill Hon
Brad Tucker Hon
Bryson Lambert Hon
Dennis Evans Hon
David Pope Yam

Motocross
Silver State Raceway
Carson City, NV
July 18
By Joan Tiearney

50
Ryan Ferris Lem
Norma Jean Jean Lem
Tyler York KTM
Justin Enos Lem
Ronnie Schoff Act
60
"Flyin'" Ryan Ferris Kaw
Tony Lavezzo Kaw
Greg Klino Kaw
Norma Jean Jean Kaw
80 BEG
Casey Ahrens Hon
Joe O'Brien Hon
Cole Bridenbaker Kaw
Matt Hinkle Yam
Jeff Klino Yam
80 JR
Matt McCrummen Yam
Eric McCrummen Yam
Richard Duncan Yam
Tommy Jones Suz
Travis Ham Suz
80 INT
Jimmy Nelson Suz
Kenny Bell Yam
Nick Jarret Hon
Tommy Jean Suz
125 BEG
Jeremiah Lewis Hon
Kevin Berkevy Hon
Tommy Jones Suz
Paul Mudd Hon
Mathew Womble Yam
125 JR
Matt Buyten Hon
Luke O'Brien Hon
Matt Mahna Kaw
Brian Foster Yam
Bob Beaupre Suz
125 INT
Jerad Fisher Suz
Mike Mason Suz
Nathan Tiearney Suz
Cody Killam Kaw
Freddie Mayberry Hon
125 PRO
Shane Esposito Suz
Kenny Lash Suz
Jake Windham Suz
Tim O'Brien Kaw
Clif Cook Suz
OPEN
Mike Mason Suz
Nathan Tiearney Suz
Matt Knesek Yam
Freddie Wiechers Hon
250 BEG
Kenny Bell Yam
Zack Perryman Hon
Ben Buyten Hon
Rob Craey Yam
Travis Ogburn Kaw
250 JR
Dan Galliett Hon
Greg King Hon
Travis Kincaid Hon
Bruce Gray Hon
Cole Thurston Yam
250 INT
Ray Marshall Yam
Jim Bryant Yam
Jess Duncan Hon
Todd Davis Yam
VET JR
Derek Fassio Suz
Bill Evans Yam
Rod Provost Yam
Lyle Meggerson Hon
VET INT
Dan Galliett Hon
VET MSTR
Eric Schacht Yam
VET PRO
Shawn Freiling Kaw
Richard Carey Suz
O/T
Greg Chapel KTM

Road Race
Moroso Motorsports Park
West Palm Beach, FL
August 24
By Lisa Theobald

EX GT 1
John Spitulski
Jeffrey Heino
James White
Joseph Capicotti
Michael Rouleau
AM GT 1
Woodrow Gephart
Chad Simons
Gregory Wong
William Barbour
Sunil Sardarsinah
EX GT 2
Erick Viera
Graham Kimble
Keith Floyd
J.R. Wade
Brett Singer
AM GT 2
Gabriel Henning
Woodrow Gephart
Bobby Ludlum
Stefan Chin
Joseph Fletcher
GT 3
Colin Gilbert Jr.
William Hazard
Patrick Bennetts
Francois Barbe
R. Todd Keesee
U/L S/BK
Shane Prieto
John Spitulski
Jeffrey Heino
Mark Daigle
Frank Kinsey
L/W SPTSMN
Todd Roman
Lester Metzler Jr.
Ryan Banks
Chuck Menotte
Sherry Dowling
GP SNG
Colin Gilbert Jr.
John Michael Silva
David Boellinger
Vladimir Antonio Lantigua
Pete Povoli
L/W VINT
Gary Platt
Sakis Vasilopoulos
Wes Bladow
Carl Anderson
Richard Herrington
U/L SPRT/BK
James White
Joseph Capicotti
Michael Lehning
Patrick Weekly
Michael Rouleau
EX M/W SPRT/BK
Mark Zaremskas
Kenny Allen
Phil Chandler
Brett Singer
James Graham
EX L/W GP
Bowe Herron
Rick Narup
Keith Floyd
Vladimir Antonio Lantigua
Dale Heil
AM L/W GP
Hector Franco
William Hazard
David Voellinger
Pete Povoli
Nelson Priede
EX H/W SPRT/BK
Jamie Bowman
Michael Lehning
Shane Prieto
Patrick Weekly
James White
AM H/W SPRT/BK
Gabriel Henning
David Attal
Brian Taylor
Chad Simons
Richard Graba
EX S/TW
Douglas Gross
Lester Metzler Jr.
Michael Perry
AM S/TW
William Savain
Wililam Hazard
James Swegheimer
Richard Herrington

Jake Wilson
H/W VINT
John Long
Gary Platt
Sakis Vasilopoulos
Wes Bladow
Carl Anderson
EX L/W S/BK
Todd Roman
R. Todd Keesee
Patrick Bennetts
Francois Barbe
Tony Zash
AM L/W S/BK
John Patterson
Ryan Banks
William Hazard
Nelson Priede
Charles More
EX M/W S/BK
Mark Zaremskas
Graham Kimble
Phil Chandler
Brett Singer
James Graham
AM M/W S/BK
Gabriel Henning
Daniel Urbina
Thomas Parkman
Bobby Ludlum
Edgar Holguin
EX H/W SPTSMN
Lester Metzler Jr.
Patrick Bennetts
AM H/W SPTSMN
Neville Hall-Reace
Nelson Priede
James Swegheimer
Jake Wilson
William Hazard
EX L/W SPRT/BK
Francois Barbe
Todd Keesee
Gary Scillia
Gerry Hasher
AM L/W SPRT/BK
John Patterson
Dominic Aubry
C.J. Czaia
David Reyes
Mike Morley
SR SPRT/BK
Scott Cantrell
Michael Lehning
Steve Guanche
Clive Hiscock
Rick Shaw
AM H/W S/BK
Richard Graba
Leo Venega
Luis Rullan
Thomas Pfuner
Brian Taylor
EX M/W GP
Bowe Herron
Phil Chandler
J.R. Wade
Mark Zaremskas
AM M/W GP
Bobby Ludlum
Joseph Fletcher
Edward Henriquez
Barry Kondracki
John Osorio
U/L GP SHOOTOUT
Shane Prieto
Jamie Bowman
John Ashmead
Ron Howard
Doug Gross

Motocross
Silver State Raceway
Carson City, NV
August 22
By Joan Tiearney

50
Tyler York KTM
Norma Jean Jean Lem
Brooke York KTM
Kyle O'Brien KTM
Anthony Demetri KTM
60
"Flyin'" Ryan Ferris Kaw
Norma Jean Jean Kaw
Zachary Fitchett Yam
80 BEG
Josh Peterson Hon
Matt Hinkle Yam
Chad Laughlin Kaw
80 JR
Tommy Jones Yam
Jimmy Hazel Hon
Travis Ham Suz
80 INT
Tommy Jean Suz
Nick Jarrett Hon
125 BEG
Lucas Lloyd Hon
Isaac Levine Hon
Dan Dorsey Yam
John McMaster Hon
125 JR
Matt Mahna Kaw
Levi Stokes Hon
Tyler Crawford Suz
Tyler Rasmussen Suz
Clay Backlund Suz
125 INT
Cody Killam Kaw
Freddie Wiechers Hon
Mike Mason Suz
Dan Cordle Jr. Yam
Adam Portue Suz
250 BEG
Ryan Hansen Suz
Josh Jacobs Hon
Chris Leebeck Hon
John Gee Hon
Dan Dorsey Yam
250 JR
Greg King Hon
Tommy Jean Suz
250 INT
Zeb Armstrong Yam
VET JR
Perry Sparks Hon
Bill Evans Yam
Ed Park KTM
VET MSTR
Eric Schacht Yam
VET PRO
Phillip Worster Yam
OPEN
Zeb Armstrong Yam
Mike Mason Suz
Freddie Wiechers Hon
Dan Cordle Jr. Yam
Ryan Leyba Suz

Motocross
Apex Valley
ESP Sports
White Plains, KY
August 24
By Bonnie Burkeen

50
Austin Wells Cob
Kyle McReynolds Cob
Cole Huggins KTM
Preston Serratt Lem
Allen Brady Act
60
Darin Downs Kaw
Ben Crittendon Kaw
Steve Kissiar Kaw
Tyson Ezell Kaw
Jacob Young Kaw
85 JR
Brad Weiss Suz
Cody Martin Hon
Ricky Hopkins Kaw
Darin Downs Kaw
Ben Crittendon Kaw
85 SR
Chris Brill Yam
Clint Burkeen Suz
Derek Riley Kaw
Willie Madison Yam
Adam Manning Kaw
SCHBY
Travis Pastrana Suz
Chris Brill Yam
Derek Riley Suz
Clint Burkeen Suz
Tony Schafer Hon
16-24
Marty Stinnett Yam
Duke Martin Hon
Chris Burkeen Suz
Eddie Denfip KTM
Tim Nelms Hon
BEG
Matt Hanley Suz
Jason Buckman Hon
Titus Bennett Hon
John Hutchason Hon
John Blade Yam
125 A
Duke Martin Hon
Eddie Proffitt Kaw
125 B
Travis Pastrana Suz
Derek Smith Suz
Craig Fruit Hon
Chris Burkeen Suz
Derek Riley Suz
125 C
Josh Cox Hon
Ben Ferrell Hon
Keith Poole Suz
David Diamond Yam
Donnie Martin KTM
250 A
Steve Ezell Yam
Eddie Proffitt Kaw
Scott Meredith Kaw
250 B
Derek Smith Suz
Marty Stinnett Yam
Darrell Bigham Kaw
Shane Fitzhugh Suz
Tim Nelms Hon
250 C
Keith Poole Suz
Mike Shelton Yam
Fred Darnell Kaw
Roger Cates Hon
Eddie Denfip KTM
25+
John Dixon Suz
Timmy P'Poole Kaw
Scott Meredith Kaw
Steve Moore Hon
Mike Ramey Yam
30+
Kevin Poole Suz
Steve Ezell Yam
Mark Garrison KTM
Timmy P'Poole Kaw
Darrell Bigham Kaw
40+
Kevin Poole Suz
Mike Shelton Yam
Ricky Pritchett Suz
Gordon Dougherty Kaw
200/4-STRK
Adam Volner Hon
Trevor Haywood Hon
Dan Owens Hon
Chris Woodall Hon
Vernon Decker Yam

Road Race
Motorcycle Roadracing Association
Pueblo Motorsports Park
Pueblo, CO
August 24
By Deena Brewer

NOV GTO
Stephen Smith
Eric Engen Hon
Brian Keppen
Dave Tippie
Thomas Arnold Suz
NOV GTU
Eric Engen Hon
Dane Manker Hon
Danny Anderson
Thomas Arnold Suz
Courtney Lindorff Hon
AM GTO
Marv Rosencrans Suz
Pete Hokenstad Suz
George St. John Suz
Dane Manker Hon
Michael Kirsch Suz
AM GTU
Justin Savage Suz
Martin N. Sims Yam
Kevin Kowalchuk Yam
Michael Applehans Hon
Traci Schalow Hon
MDRN VINT GTO
Rick Phelps Suz
Terry Myers Kaw
MDRN VINT GTU
Scott McRoberts Hon
Tony Baker Yam
Perry Black Suz
James Gilpatric Kaw
Jim Marchbank Yam
S/TW GTO
Jon Glaefke Suz
Jim Brewer Suz
Matt Spencer Duc
Charles Galea Bue
Digby Kirby Duc
S/TW GTU
Jerry Anderson Hon
James Gilpatric Kaw
Stephen Husbands Kaw
Bill Peoples Hon
M/W S/SPRT
Don Hough Suz
Bryan A. Chesser Hon
Justin Savage Suz
Bobby Miosek Hon
Daniel Sedelmeier Hon
H/W S/SPRT
Ricky Orlando Suz
Dennie Burke Suz
Terry Teske Suz
Brian Lehfeldt Suz
Brad McKiernan Suz
OPEN S/SPRT
Scott Ruehle Suz
Terry Teske Suz
Shawn Potter
Brian Lehfeldt Suz
Rod Brueske
L/W S/BK
Williams Comegys Yam
Tony Baker Yam
Jurgen Wimbauer Yam
Tony Mata Yam
Donald Medina Jr. Yam
M/W S/BK
Bryan A. Chesser Hon
Daniel Sedelmeier Hon
Bobby Miosek Hon
Kevin Kowalchuk Yam
Scott McRoberts Kaw
H/W S/BK
Kurt Dimick Duc
Frank D. Cowgill III Yam
Ryan Burke Suz
Doug Vickery Yam
Russell Strobridge Kaw
OPEN S/BK
Dan Turner Yam
Aaron Turner Suz
Josh Graham Yam
Kurt Dimick Duc
Russell Strobridge Kaw
F-2
Ty Piz Yam
Williams Comegys Yam
Jurgen Wimbauer Yam
Silbanio Trujillo Yam
Juan F. Guinea Yam
F-3
John Hjelm Hon
Mark Erickson Hon
John Beldock Hon
Jeff Schueller Hon
Stan Cole Yam
F-COLORADO
Kelly Newman W-R
Williams Comegys Yam
Jim Forington Hon
Curt Conquest Yam
Silbanio Trujillo Yam
RACE OF THE ROCKIES
Dan Turner Yam
Kurt Dimick Duc
Josh Graham Yam
Ricky Orlando Suz
Frank D. Cowgill III Yam

Motocross
NESC
Southwick, MA
August 17

50 YTH
Daniel Crotty Cob
Justin Rando KTM
Chris Laughnane Lem
James Decotis KTM
Stephan Ceruti Lem
65 YTH
William Healy Kaw
Ryan DesRosiers Kaw
Robby Marshall Kaw
Christopher Renaud Kaw
Patrick Cellela Kaw
85 A
Trenton Estes Suz
Matt Shogren Kaw
Ken Bernard Hon
85 B
Joshua Cennamo Kaw
Thomas Scott-Smith Suz
Ryan Wadsworth Suz
Kevin Karbownik Kaw
Kenneth Hood Hon
85 C
Billy Lebrecque Yam
Matthew Bannach Suz
Joseph Calabrese Hon
John Giantonio Kaw
Daniel Denoncourt Kaw
125 YTH A
Benjamin McCarthy Kaw
Jeremy Eardley Hon
Andrew Ballou Kaw
Greg Webster Yam
Matthew Boron Kaw
125 YTH B
Ryan McAteer Suz
Derek Wheatley Suz
Michael Filiault Yam
Eric Smith Kaw
Justin Sparks Hon
125 YTH C
Chad Jordan Yam
Tom Janik Hon
Kevin Deming Kaw
Gary Cellela Hon
Kevin Karbownik Kaw
125 NOV
Jeffery Trez Suz
Ryan McAteer Suz
Eric Smith Yam
Chris Johnson Hon
Brian Collette Hon
125 AM
James Mahoney Hon
Christopher O'Neal Yam
Jay Palmer Suz
Matthew Boron Kaw
Bruce Delano Suz
125 EX
Patrick Barton Suz
Keith Johnson Kaw
Austin Squires Suz
Wally Silva Yam
James Brothers Suz
200+ NOV
Michael Robinson Hon
James Chasse Hon
Eugene Zaklukiewicz Kaw
John Maher Kaw
John Button Hon
200 AM
David Williams Kaw
Michael May Suz
Jason Paquin Hon
Joseph Ragaglia Kaw
Norman Baillargen Hon
200+ EX
Keith Johnson Kaw
Patrick Barton Suz
James Brothers Suz
Wally Silva Yam
Todd Richotte Yam
OPEN NOV
Jeffery Trez Suz
William Hughes Hon
Gene Pellerin Yam
Peter Bushey Yam
John Maher Kaw
OPEN AM
Christopher O'Neal Yam
Bruce Delano Suz
Norman Baillargen Hon
Vidal Camacho Hon
Jonathan Costanzo Hon
OPEN EX
Dana Johnson Kaw
Adrian Colon Suz
Paul Goyette Suz
Keith Goyette Suz
Rob Keller Hon
30+ A
Patrick Barton Suz
William Dill Jr. Yam
Gary Williams Kaw
Tom Sonier Kaw
Joseph Mikalson Suz
30+ B
David Williams Kaw
Jeffery Fluet Kaw
William Pybas Hon
Larry Soullier Hon
Joseph Defilippi Yam
30+ C
Kenneth Delnicki Suz
Lee Sparks Hon
Paul Rothe Yam
James Graham Hon
Christopher Johnson Suz
35+ A
Joseph Mikalson Suz
James Meenan Suz
John Camelio Kaw
Angelo Santaniello Hon
Timothy Brown Hon
35+ B
William Pemberton Kaw
Thomas Miozzi Kaw
Max Lawrence Hon
Merle Monroe III Yam
Russell House Kaw
40+ A
James Meenan Suz
John Weaver Suz
John Delgrosso Suz
Ronald Vincent Yam
Gary Mikalson Suz
40+ B
William Pemberton Kaw
Christopher Johnson Suz
Max Lawrence Hon
David Benson Suz
Ralph Louttit Suz

Motocross
Sprout Patch Competition
Surdyke Appreciation Series
Billings, MO
August 30

50
Tyler Wayt
Austin Phillips
Kiesha White
Jacob Kasinger
Ty Worthington
60
Jimmy Albertson
Robert Busiek
Tyler Wayt
Mitch Keeter
Coby White
80 BEG
Justin Earnest
Brett Fisher
Robert Busiek
Jon Still
Nate Huber
80 SR
Brandon Falkenbach
Joel Larose
Gregg Albertson
Kyle Henson
125 BEG
Rusty Dukes
Travis Beebe
Lloyd Sanderson
Beau Burnett
Josh Seibert
125 NOV
Drew Cunha
Luke Powell
Jason Strain
Scotty Clark
James Grier
125 EX
Dennis Burnett
Marc Gifford
Robert Trumpower
250 BEG
Travis Cummings
Brandon Baty
Mike Land
Billy Hammock
James Thompson
250 NOV
Eddie Wofford
Gerad Culley
Brent Perkins
Scotty Clark
Mark Larose
250 EX
Sam Henry
Marc Gifford
COMB OPEN
R.D. Peterson
Matt Huckelbery
Keith Friebe
Kenson Goff
Bobby Bills
30+
R.D. Peterson
Derrick Porter
Loren Taylor
John Goeller
Floyd Seibert

Motocross
HLR MotorSports Park
Moberly, MO
August 31
By David K. Wood

50 AUTO JR
Austin Lindsay KTM
Clayton Bertrand Yam
50 AUTO SR
Kurtis Riddles KTM
Kurtis Bax KTM
65
Justin Pinckard Kaw
Jordan Ardrey Kaw
Travis Pollard Kaw
Hudson Burrus Kaw
Brock Lindsay Kaw
85 BEG
Steve Waters Kaw
James Branch Yam
Chris Lowhorn Kaw
Jeremy Whittaker Yam
Josh Lindsay Hon
85 SR
Nick Gardner Kaw
Kyle Bax Kaw
Jacob Hope Kaw
William Shannon Kaw
Joseph Gerbes Suz
SCHBY
Nick Gardner Kaw
Lance Yaeger Hon
Rikki Bates Kaw
Kyle Bax Kaw
Kenny Lain Yam
125 BEG
Lance Yaeger Suz
Devin Botkins Yam
Garritt Vanlandingham Kaw
Aaron Blansett Yam
Tim Bailey Hon
125 A
Clinton Miller Hon
Raymond Murray Suz
125 C
Dustin Hunter Suz
Jerry Lindsay Suz
Chris Hunt Kaw
Troy Utterback Yam
Richard Fray Kaw
250 BEG
Greg Lindsay Kaw
Jon Lindsay Yam
Tim Teeter Kaw
250 A
Clinton Miller Hon
Jason Murry Suz
Lance Kobusch Yam
250 C
Scott Nowlin Kaw
J.D. Fifer Hon
Jason Manning Yam
Perry Marushak Hon
Greg Hunt Kaw
25+ A
Kelly Bowen Hon
Lance Kobusch Kaw
30+ A
Kelly Bowen Hon
Dennis Pollard Kaw
30+ B
Perry Marushak Hon
Eddie Standley Hon
Stephen Farabee Hon
40+
Dennis Pollard Kaw
Jay Clark Yam
Raymond Murray Suz
Greg Carney Hus
OPEN B/C
Eddie Standley Hon
Michael Brown Hon

Supercross
Murray SX
Murray, KY
By Bonnie Burkeen

50
Hugh Falwell Cob
Austin Wells Cob
Kyle McReynolds Cob
Preston Serrat Cob
Allen Brady Act
60
Kenny Orr Kaw
Ben Crittendon Kaw
Steve Kissiar Kaw
Austin Wells Kaw
80 JR
Kenny Orr Suz
Ben Crittendon Kaw
Steve Kissiar Suz
Greg Lovins Yam
Brandon Burrow Hon
80 SR
Clint Burkeen Suz
Chris Brill Yam
Shane Kissiar Suz
William Devault Suz
Michael Lawerence Suz
SCHBY
Clint Burkeen Suz
Chris Brill Yam
Shane Kissiar Suz
William Devault Suz
Kory Cunningham Yam
16-24
Jason Perry Suz
Chris Burkeen Suz
William Smallwood Yam
BEG
David Staggs Hon
Tony Travis Suz
Jerry Chadwick Kaw
Brain Dunn Suz
Will Cherry Suz
125 A
Justin Quinn Kaw
Jason Perry Suz
Eddie Proffitt Kaw
125 B
Chris Burkeen Suz
William Simmons Suz
125 C
William Smallwood Yam
Ben Ferrell Hon
Joshua Maxwell Yam
James Ward Hon
Aarron Mudd Hon
250 A
Eddie Proffitt Kaw
250 B
Marty Stinnet Yam
Tim Nelms Hon
Jason Kraus Suz
Ricky Henderson Hon
Rick Tyler Kaw
250 C
Mark Ingemi Kaw
Barry Nevitt Yam
Jimmy Cole Hon
Don Rice Yam
Mike Garrison Yam
25+
Timmy P'Poole Kaw
Jason Kraus Suz
Lonnie Evans KTM
Nathan Kennedy Hon
Brian Jennings Kaw
30+
Timmy P'Poole Kaw
Lonnie Evans KTM
Nathan Kennedy Hon
40+
Rex Tyler Kaw
200/4-STRK
Michael Hopper Hon
Veron Ray Decker Yam
Kevin Bebout Yam
Danny Underwood Hon
David Pope Yam

Motocross
The Challenger Raceway
Jacksonville, PA
August 18

65 (7-11)
Ryan Hagofsky Kaw
85 JR (7-11)
Andrew Chick Yam
85 INT (12-13)
Daniel McAdoo Yam
Russell McDonald Yam
85 SR (14-15)
Matthew Setree Yam
SCHBY
Jason Liddle Hon
Shaun Oroke Suz
125 B
Ryan Fetzer Yam
125 C
Toby Baldauf Kaw
Donnie F. Green Suz
Mike Remaly Hon
Robby Halter Suz
Josh Pichura Suz
250 B
Scott J. Sokol Suz
Michael J. Bowersox Suz
250 C
Toby Baldauf Kaw
Neal Hart Suz
Jeremiah Cassella Suz
Tim Musselman Hon
Reed Hinzenberg Yam
40+
Joel Winger Mai
Jeffrey Chick Yam
BMBR
Brian Borowitz Suz
OPEN EXHIB
Bob Bianco Yam
Thad Perry Suz
Ben Bishop Suz
VET C
John O. Kelly Suz
Steve Wolfgang KTM

Motocross
HLR MotorSports Park
Moberly, MO
September 1
By David K. Wood

50 AUTO JR
Jason Hussey Lem
Austin Lindsay KTM
Clayton Bertrand Yam
James Yaeger KTM
Cameron Jones Yam
50 AUTO SR
Austin Jones Lem
Kurtis Bax KTM
Kurtis Riddles KTM
65
Justin Pinckard Kaw
Eric Gerbes Kaw
Austin Jones Kaw
Chris Englehart Kaw
Travis Pollard Kaw
85 BEG
Steve Waters Kaw
Jeremy Whittaker Yam
Chris Lowhorn Kaw
James Branch Yam
C.J. Humphrey Kaw
85 JR
Ryan Howe Kaw
85 SR
Nick Gardner Kaw
Joseph Gerbes Suz
Jacob Hope Kaw
Kyle Bax Kaw
William Shannon Kaw
SCHBY
Kyle Bax Kaw
125 BEG
Devin Botkins Yam
Lance Yaeger Suz
Tim Bailey Hon
Garrit Vanlandingham Kaw
Bob Garner Hon
125 A
Clinton Miller Hon
125 C
Jerry Lindsay Suz
Richard Fray Kaw
Joseph Gerbes Suz
Darrell Nichols Kaw
Rich Emmons Hon
250 BEG
Gail Wood Jr. Kaw
Keith Edwards Kaw
250 A
Clinton Miller Hon
Larry Yaeger Suz
250 C
J.D. Fifer Hon
Greg Lindsay Kaw
Scott Nowlin Kaw
Perry Marushak Hon
Darren Johnson Yam
30+ A
Dennis Pollard Kaw
30+ B
Perry Marushak Hon
Eddie Standley Hon
40+
Dennis Pollard Kaw
OPEN B/C
Eddie Standley Hon
Greg Carney Hus
Michael Brown Hon

Motocross
Sprout Patch Competition
Surdyke Appreciation Series
Billings, MO
August 31

50
Tyler Wayt
Ty Worthington
Kiesha White
Chad Dwight
Shelbie Porter
60
Jimmy Albertson
Robert Busiek
Tyler Wayt
80 BEG
Justin Earnest
Brett Fisher
Nick Richart
Melissa Clark
Robert Busiek
80 SR
Brandon Falkenbach
Gregg Albertson
Kyle Henson
125 BEG
Travis Beebe
Lloyd Sanderson
Rusty Dukes
Josh Seibert
Beau Burnett
125 NOV
Drew Cunha
Jeremy Rapp
Scotty Clark
250 BEG
Brian Steverson
Billy Hammock
Mike Land
250 NOV
Scotty Clark
Gerad Culley
Eddie Wofford
30+
R.D. Peterson
Loren Taylor
EX
Sam Henry

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

LEADERBOARD

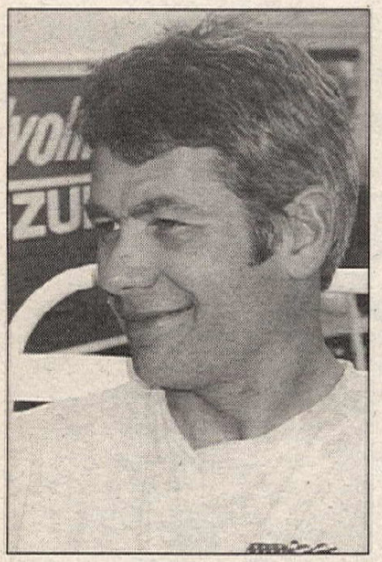
1997 Championship Point Standings

ROAD RACING

FIM 500cc WORLD CHAMPIONSHIP SERIES
(After 13 of 15 rounds)

1. Michael Doohan (Hon), Australia (320/12 wins)*
2. Nobuatsu Aoki (Hon), Japan (166)
3. Tadayuki Okada (Hon), Japan (159)
4. Alex Criville (Hon), Spain (131/1 win)
5. Luca Cadalora (Yam), Italy (129)
6. Takuma Aoki (Hon), Japan (105)
7. Carlos Checa (Hon), Spain (103)
8. Norifumi Abe (Yam), Japan (99)
9. Alex Barros, (Hon), Brazil (93)
10. Doriano Romboni (Apr), Italy (77)

*clinched championship



TRAY BATEY

FIM 250cc WORLD CHAMPIONSHIP SERIES
(After 13 of 15 rounds)

1. Ralf Waldmann (Hon), Germany (214/3 wins)
2. Tetsuya Harada (Apr), Japan (211/3 wins)
3. Max Biaggi (Hon), Italy (205/4 wins)
4. Olivier Jacque (Hon), France (169/2 wins)
5. Tohru Ukawa (Hon), Japan (145)
6. Loris Capirossi (Apr), Italy (114)
7. Haruchika Aoki (Hon), Japan (90)
8. Takeshi Tsujimura (Hon), Japan (85)
9. Stefano Perugini (Apr), Italy (68)
10. Jeremy McWilliams (Hon), Great Britain (61)

FIM 125cc WORLD CHAMPIONSHIP SERIES
(After 13 of 15 rounds)

1. Valentino Rossi (Apr), Italy (286/10 wins)*
2. Noburo Ueda (Hon), Japan (200/3 wins)
3. Tomomi Manako (Hon), Japan (163)
4. Kazuto Sakata (Apr), Japan (139)
5. Masaki Tokudome (Apr), Japan (102)
6. Jorge Martinez (Apr), Spain (100)
7. Garry McCoy (Apr), Australia (95)
8. Frederic Petit (Hon), France (81)
9. Roberto Locatelli (Hon), Italy (78)
10. Mirko Giansanti (Hon), Italy (77)

*clinched championship

FIM WORLD SUPERBIKE CHAMPIONSHIP SERIES
(After 9 of 12 rounds)

1. John Kocinski (Hon), Modesto, CA (314/6 wins)
2. Carl Fogarty (Duc), Great Britain (312/5 wins)
3. Aaron Slight (Hon), New Zealand (249/3 wins)
4. Scott Russell (Yam), Jonesboro, GA (190)
5. Pier-Francesco Chili (Duc), Italy (183/3 wins)
6. Akira Yanagawa (Kaw), Japan (162/1 win)
   Simon Crafar (Kaw), New Zealand (162)
8. Neil Hodgson (Duc), Great Britain (118)
9. Jamie Whitham (Suz), England (116)
10. Piergiorgio Bontempi (Kaw), Italy (97)

AMA/MBNA SUPERBIKE NATIONAL CHAMPIONSHIP SERIES
(After 9 of 10 rounds)

1. Doug Chandler (Kaw), Salinas, CA (280/1 win)
2. Miguel DuHamel (Hon), Canada (260/4 wins)
3. Mat Mladin (Duc), Australia (252/3 wins)
4. Steve Crevier (Hon), Canada (243)
5. Pascal Picotte (Suz), Canada (239)
6. Aaron Yates (Suz), Milledgeville, GA (226)
7. Tom Kipp (Yam), Chardon, OH (189)
8. Larry Pegram (Suz), Baltimore, OH (165)
9. Paul Harrell (Yam), Canyon Country, CA (139)
10. Tripp Nobles (H-D), Macon, GA (132)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES
(After 10 of 11 rounds)

1. Miguel DuHamel (Hon), Canada (321/5 wins)
2. Pascal Picotte (Suz), Canada (309/4 wins)
3. Aaron Yates (Suz), Milledgeville, GA (286/1 win)
4. Steve Crevier (Hon), Canada (256)
5. Jason Pridmore (Suz), Ventura, CA (237)
6. Rich Oliver (Yam), Fresno, CA (218)
7. Tom Kipp (Yam), Chardon, OH (191)
8. Mike Smith (Kaw), Canton, GA (183)
9. Jamie Hacking (Kaw), Spartanburg, SC (180)
10. Ben Bostrom (Hon), Granada Hills, CA (179)
    Eric Bostrom (Hon), El Segundo, CA (179)

AMA/TEAMLINE 750cc SUPERSPORT SERIES
(After 9 of 10 rounds)

1. Jason Pridmore (Suz), Ventura, CA (315/7 wins)
2. Ben Bostrom (Hon), Granada Hills, CA (224)
3. Dale Keiffer (Suz), Las Vegas, NV (206)
4. Doug Polen (Suz), Denton, TX (197/1 win)
5. Richard Alexander Jr. (Suz), Carmel, NY (193)
6. Mark Miller (Suz), Long Beach, CA (154)
7. Chris Rankin (Suz), Austin, TX (152)
8. Dax Snow (Suz), Las Vegas, NV (151)
9. John Jacobbi (Suz), Noblesville, IN (147)
10. Rad Greaves (Hon), Ann Arbor, MI (138)
    Brian Gibbs (Suz), Stockbridge, GA (138)

AMA/ELF FUELS 250cc GRAND PRIX CHAMPIONSHIP SERIES
(After 9 of 10 rounds)

1. Rich Oliver (Yam), Fresno, CA (288/8 wins)*
2. Randy Renfrow (Hon), Fredericksburg, VA (201)
3. Bobby Keith (Hon), Redwood City, CA (195)
4. Greg Esser (Yam), Pompano Beach, FL (172)
5. Mark Foster (Yam), San Juan Capistrano, CA (155)
6. Al Salaverria (Apr), San Francisco, CA (153)
7. John France (Hon), Melbourne, FL (152)
8. Roland Sands (Yam), Long Beach, CA (151)
9. Leon Cortes (Yam), Costa Rica (139)
10. Matt Wait (Hon), Lodi, CA (136)

*clinched championship

AMA/PROGRESSIVE INSURANCE HARLEY-DAVIDSON SUPERTWINS SERIES
(After 10 of 11 rounds)

1. Eric Bostrom, El Segundo, CA (350/9 wins)
2. Dave Estok, Daytona Beach, FL (305)
3. Jake Zemke, Paso Robles, CA (272)
4. Jody Hendley, Mission Viejo, CA (222)
5. Jerry Casciero Jr., Bel Air, MD (192)
6. Nate Wait, Lodi, CA (176/1 win)
7. Lance Jones, Anderson, SC (150)
8. Jeff Eklund, Pleasanton, CA (141)
9. Jess Roeder, Monroeville, OH (136)
10. Jeffrey Johnson, Minneapolis, MN (129)

AMA/PIRELLI FORMULA XTREME SERIES
(After 8 of 9 rounds)

1. Andrew Stroud (Hon), New Zealand (280/6 wins)
2. Doug Toland (Hon), Buena Park, CA (241)
3. Dale Kieffer (Suz), St. George, UT (187)
4. Brian Gibbs (Suz), Stockbridge, GA (165)
5. James Randolph (Suz), Santa Rosa, CA (131)
6. Jimmy Moore (Suz), Eugene, OH (103)
7. Scott Ruehle (Suz), St. Cloud, MN (91)
8. Paul Harrell (Yam), Canyon Country, CA (90/1win)
9. Dean Mizdal (Suz), Huntington Beach, CA (88)
10. Daniel Bailey (Suz), Navarre, OH (74)
    Terry Teske (Suz), Aurora, CO (74)

SUNOCO RACE FUELS/FORMULA USA SERIES
(After 6 of 8 rounds)

1. Dave Sadowski (Hon), Jefferson, GA (364/4 wins)
2. Tray Batey (Suz), Gallatin, TN (304/4 wins)
3. Fritz Kling (Yam), Lansing, MI (285)
4. Jason Fraser (Hon), Snohomish, WA (272)
5. Andy Deatherage (Kaw), Cleveland, OH (265)
6. Eric Wood (Kaw), Mansfield, MA (254)
7. Lee Shierts (Suz), Troutman, NC (245)
8. Grant Lopez (Suz), Mobile, AL (224)
9. Michael Fitzpatrick (Suz), Columbia, MD (215)
10. Steve Grigg (Kaw), Ashville, NC (209)

MOTOCROSS

THOR/PARTS UNLIMITED AMA SUPERCROSS SERIES
(After 15 of 15 rounds)

1. Jeff Emig (Kaw), Riverside, CA (293/5 wins)
2. Jeremy McGrath (Suz), Canyon Lake, CA (278/2 wins)
3. Ezra Lusk (Yam), Bainbridge, GA (251/2 wins)
4. Larry Ward (Hon), Florence, SC (230)
5. Greg Albertyn (Suz), Riverside, CA (206/1 win)
6. Mike LaRocco (Suz), South Bend, IN (203)
7. Doug Henry (Yam), Oxford, CT (175/3 wins)
8. Damon Bradshaw (Hon), Homedale, ID (166)
9. Jimmy Button (Yam), Phoenix, AZ (152)
10. Ryan Hughes (Kaw), Temecula, CA (145)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 7 of 7 rounds)

1. Tim Ferry (Suz), Largo, FL (146)
2. Stephane Roncada (Hon), France (135/2 wins)
3. Ricky Carmichael (Kaw), Havana, FL (123/3 wins)
4. Greg Schnell (Yam), Rancho Cucamonga, CA (97)
5. John Dowd (Yam), Chicopee, MA (86/2 wins)
6. Scott Sheak (Hon), Germantown, NY (84)
7. Jeff Dement (Kaw), Humble, TX (78)
8. Brock Sellards (Kaw), New Philadelphia, OH (77)
9. Jim Neese (Suz), Greensboro, NC (59)
10. Robbie Skaggs (Hon), Macon, GA (57)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 7 of 7 rounds)

1. Kevin Windham (Yam), Baton Rouge, LA (153/5 wins)
2. Robbie Reynard (Hon), Norman, OK (131)
3. Casey Johnson (Kaw), Murrieta, CA (111)
4. David Vuillemin (Yam), France (104/1 win)
5. Casey Lytle (Hon), Santa Clarita, CA (85)
6. Craig Decker (Kaw), Palm Desert, CA (83)
7. Pedro Gonzalez (Kaw), Mexico (78)
8. Shaun Perolio (Hon), Saugus, CA (76)
9. Corey Keeney (Yam), Oakdale, MN (62)
10. Nathan Ramsey (Suz), Hixon, TX (60)

SCOTT SHEAK

AMA 250cc NATIONAL MOTOCROSS C'SHIP SERIES
(After 13 of 13 rounds)

1. Jeff Emig (Kaw), Riverside, CA (591/7 wins)
2. John Dowd (Yam), Chicopee, MA (485/3 wins)
3. Jeremy McGrath (Suz), Canyon Lake, CA (433)
4. Larry Ward (Hon), Florence, SC (376)
5. Mike LaRocco (Suz), South Bend, IN (372)
6. Ezra Lusk (Yam), Bainbridge, CA (367/1 win)
7. Ryan Hughes (Kaw), Temecula, CA (354)
8. Greg Albertyn (Suz), South Africa (330/1 win)
9. Jimmy Button (Yam), Phoenix, AZ (281)
9. Damon Bradshaw (Hon), Homedale, ID (276/1 win)

AMA 125cc NATIONAL MOTOCROSS C'SHIP SERIES
(After 13 of 13 rounds)

1. Ricky Carmichael (Kaw), Havana, FL (563/8 wins)
2. Kevin Windham (Yam), Baton Rouge, LA (468/3 wins)
3. Scott Sheak (Hon), Germantown, NY (384/1 win)
4. Mickael Pichon (Suz), France (354)
5. Stephane Roncada (Hon), France (323)
6. Casey Johnson (Kaw), Murrieta, CA (279)
7. Damon Huffman (Kaw), Acton, CA (277/1 win)
8. Tim Ferry (Suz), Largo, FL (271)
9. Steve Lamson (Hon), Riverside, CA (261)
9. Robbie Reynard (Hon), Norman, OK (256)

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 19 of 22 rounds)

1. Scott Parker (H-D), Swartz Creek, MI (327/6 wins)
2. Will Davis (H-D), Goldsboro, NC (303/6 wins)
3. Kevin Atherton (H-D), White Pigeon, MI (282/3 wins)
4. Rich King (Hon), Waterloo, IA (245/2 wins)
5. Ricky Graham (Hon), Salinas Valley, CA (206)
6. Davey Camlin (H-D), Rock Island, IL (199)
7. Jay Springsteen (H-D), Lapeer, MI (183)
8. Joe Kopp (H-D), Mica, WA (179/1 win)
9. Steve Morehead (H-D), Findlay, OH (145)
10. Dan Butler (H-D), Waterford, MI (130)

WILL DAVIS

AMA HARLEY-DAVIDSON 883cc NATIONAL CHAMPIONSHIP SERIES
(After 10 of 13 rounds)

1. Davey Camlin, Rock Island, IL (188/5 wins)
2. Jess Roeder, Monroeville, OH (186/2 wins)
3. Mike Hacker, Prince George, VA (134)
   Shaun Russell, San Jose, CA (134/1 win)
5. J.R. Schnabel, West Bend, WI (119)
6. Johnny Murphee, Paso Robles, CA (116/1 win)
7. Robert Miller, New Holland, PA (104)
8. Paul Bergstrom, Foster City, CA (76)
9. Bret Beyer, Osh Kosh, Wisconsin (71/1 win)
10. Billy Martin, Stockton, CA (70)

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 8 of 9 rounds)

1. Michael Lafferty (KTM), Millville, NJ (221/5 wins)*
2. Ty Davis (Kaw), Hesperia, CA (110/2 wins)
   Matt Stavish (KTM), Blaine, MN (110)
4. Randy Hawkins (Yam), Travelers Rest, SC (109)
5. Craig Holasek (KTM), Anoka, MN (63)
6. Mike Monroe (Yam), Alabaster, AL (55)
7. Donnie Book (Kaw), Gypsum, CO (47)
8. Scott Bright (Kaw), Greeley, CO (45)
9. Forrest Tobin (KTM), Casper, WY (36)
10. Jeff Fredette (Kaw), Beecher, IL (34)

*clinched championship

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES
(After 3 of 6 rounds)

1. Ty Davis (Kaw), Hesperia, CA (90/3 wins)
2. Nick Pearson (KTM), Pioche, NV (59)
3. Brian Brown (Kaw), Nampa, ID (55)
4. Steve Hengeveld (Kaw), Phelan, CA (43)
5. Donnie Book (Kaw), Gypsum, CO (42)
6. Jim Gray (KTM), Gunnison, CO (35)
   Ed McCoy (Kaw), Virginia City, NV (35)
8. Dave Hamel (Kaw), Sparks, NV (31)
9. Destry Abbott (KTM), Phoenix, AZ (28)
10. Dan Richardson (Kaw), Fountain Valley, CA (27)

AMA NATIONAL C'SHIP HARE SCRAMBLES SERIES
(After 6 of 9 rounds)

1. Steve Hatch (Suz), Ithaca, NY (121/1 win)
2. Paul Edmondson (Suz), Great Britain (103/2 wins)
3. Rodney Smith (Suz), Oakley, CA (87)
4. Jason Dahners (KTM), Redmond, WA (84)
5. Brian Garrahan (KTM), Boulder Creek, CA (67)
6. Patrick Garrahan (KTM), Boulder Creek, CA (66)
7. Randy Hawkins (Yam), Travelers Rest, SC (57/1 win)
8. Scott Summers (Hon), Petersburg, KY (51/1 win)
9. Scott Plessinger (KTM), Hamilton, OH (50)
10. Mike Sampson (Kaw), Brazil, IN (43)

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 9 of 13 rounds)

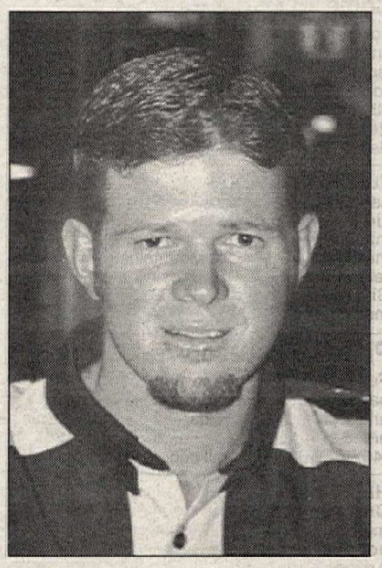
1. Scott Summers (Hon), Petersburg, KY (147/2 wins)
   Steve Hatch (Suz), Ithaca, NY (147/2 wins)
3. Scott Plessinger (KTM), Hamilton, OH (108/1 win)
4. Randy Hawkins (Yam), Travelers Rest, SC (105/1 win)
5. Paul Edmondson (Suz), Great Britain (94/2 wins)
6. Jason Dahners (KTM), Redmond, WA (85)
   Fred Andrews (Yam), Salem, OH (85)
8. Rodney Smith (Suz), Oakley, CA (79/2 wins)
9. Doug Blackwell (Yam), Parkersburg, WV (72)
10. Jim Jarret (Yam), Minerva, OH (70)

AMA/NATC NATIONAL OBSERVED TRIALS SERIES
(After 9 of 9 rounds)

1. Geoff Aaron (Bet), Redding, CT (237/5 wins)
2. C. Raymond Peters (G-G), Beaver Dams, NY (202/1 win)
3. Jess Kempkes (G-G), Lincoln, NE (199/3 wins)
4. Lonny Hallsted (Bet), San Diego, CA (167)
5. Olivier Clamagirand (G-G), Tustin, CA (166)
6. Mark Manniko (G-G), Aurora, CO (137)
   Ryon Bell (Mon), Canada (137)
8. Michael Bryant (Bet), Burlington, CT (107)
9. Dennis Sweeten (Bet), Oregon City, OR (105)
   Matt Moore (Mon), Sapulpa, OK (105)

AMA 800cc HILLCLIMB NATIONAL C'SHIP SERIES
(After 8 of 11 rounds)

1. Greg Williams (Hon), Canada (86/2 wins)
2. James Large (H-D), Orient, OH (85/1 win)
3. Steve Dresser (Tri), Arkport, NY (78)
4. Rodney Williams (H-D), Niles, MI (66)
5. Paul Zander (BSA), Glen Rock, PA (64)
6. Willie Price (H-D), Madison, WV (63/3 wins)
7. Jason Petty (Tri), Camby, IN (61/1 win)
8. Glendal Petty Jr. (H-D), Mooresville, IN (57)
9. Russ VanderVeen (H-D), Greenwood, IN (48)
10. Robert Shriner (Kaw), Bird-in-Hand, PA (45)



NICK PEARSON

AMA 540cc HILLCLIMB NATIONAL CHAMPIONSHIP SERIES
(After 8 of 11 rounds)

1. Paul Pinsonnault (Hon), Brookfield, MA (96/2 wins)
2. Richard Soter III (BSA), Owings Mills, MD (94/2 wins)
3. Michael Templeton (Hon), Manchester, CT (73)
4. Terry Thompson (BSA), Laurelville, OH (72/2 wins)
5. Michael Pulver (Hon), Indianapolis, IN (60)
6. Paul Lowe (Kaw), Yolyn, WV (59)
7. David Watson (Hon), Ludlow, MA (57/1 win)
8. Scott McNeely (Hon), Madison, WV (55)
9. Ted Wilkins (Rtx), Canada (54/1 win)
10. Mike Wilson (Kaw), Mount Gay, WV (39)

WANT ADS

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American Honda Motor Co., Inc. has an immediate opportunity for a District Service Administrator. This individual will be responsible for assisting customers and dealers with customer relations and service administration issues such as negotiating with retail customers, providing dealers with technical information, diagnostic support for vehicle repairs and warranty claim submissions. The qualified candidate will possess a BA/BS degree or equivalent work experience and 3+ years experience working in a retail service environment. Requires strong computer (Microsoft Office products a plus), analytical, organizational, written / oral communication skills and proven negotiation abilities. Must be able to produce Ad Hoc reports. Honda motorcycle product knowledge a definite plus. Requires travel and possible relocation in the future. American Honda offers competitive salaries and comprehensive benefits. Send your resume with salary history to: American Honda Motor Co., Inc. 1919 Torrance Blvd., MS 100-1C-3A CC/DE, Torrance, CA 90501-2746. EOE. Minority women are encouraged to apply. CA.

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Busy established Kawasaki dealership, in San Francisco looking for experienced technician. Applicants must have excellent diagnostic skills and be able to work unsupervised. Excellent pay. Health benefits, vacation. Great working conditions. Year round riding environment. Fax resume Attention: Chris or Paul. (415)863-8884. CA.

SALES, PARTS, SERVICE positions available. Fastest growing motorcycle dealer in southern California. Three locations with combination of Yamaha, Honda, Kawasaki, Suzuki, Sea-Doo. Full benefits, medical, vacation pay. Please fax resume to (714)563-2429. CA.

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Experience preferred, will train right person. Contact Mo at Long Beach Motorsports. (562)427-2779. CA.

WANTED: SPORTBIKE ENTHUSIAST with good interpersonal skills to help develop a new sportbike enterprise in Southern California. Good communication skills a must. Happy to work independently or as part of a team. Experience with machining, fabrication, bike building or racing an advantage. Please fax resume to (310)390-0319 or mail to SEM, Inc., 135 Eucalyptus Ave., El Segundo, CA. 90245.

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For year round employment. Multi line street, dirt and watercraft dealer has opening for professional technician with excellent diagnostic ability. We offer competitive salary plus commission insurance and other benefits. Certified Suzuki BMW Ducati a plus. Here's your opportunity to excel! P.O. Box 50 Myrtle Beach, SC 29577. (803)293-3608. SC.

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Full time "right hand man" (woman) to assist in hard parts, accessory and aftermarket sales. Lightspeed and Scat a plus, Holidays, benefits; Enthusiast oriented central Florida dealer. Fax resume to Dave (407)578-6823, E-mail criders1@aol.com. FL.

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Help wanted: Seeking a technician for the repair & maintenance of PWC and motorcycle (Harley Davidson experience preferred), appearance & good attitude a must. Full benefits. Live in a beautiful desert resort less than one mile from the lake. Please call Tony or Walt (520)855-5019. Lake Havasu, AZ.

Service Tech/Sales/Parts/F&I

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Southern California. Large progressive Honda Suzuki dealer looking for an enthusiastic, experienced, parts and accessories salesperson who is a team player. Full medical benefits available. Call or fax resume to: Thousand Oaks Honda Suzuki (805)371-3000, Fax (805)379-1882. CA.

SOUTH FLORIDA DEALERSHIP needs motorcycle technician. Minimum ten years verifiable experience. Commission based on experience. We offer health insurance. Five day week. Call toll free. 1(888)565-2555 for Don. FL.

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The American Motorcyclist Association, a 200,000+ member national motorcycling organization, seeks enthusiastic travel professionals for new department. Opening for Manager and Assistant Manager. Travel industry knowledge and good communication skills a must, along with creativity to package specialty and adventure travel packages. Motorcycling experience a plus. Forward resume and salary requirements to: American Motorcyclist Association, Human Resources Director - Travel, 33 Collegeview Road, Westerville, OH. 43081-1484. No phone calls. An Equal Opportunity Employer. OH.

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100s, 125s, 250s, and 400s. One Cheney frame 400. Some together, some not. $3,000 takes all. Firm. Call evenings. (503)658-8423. OR.

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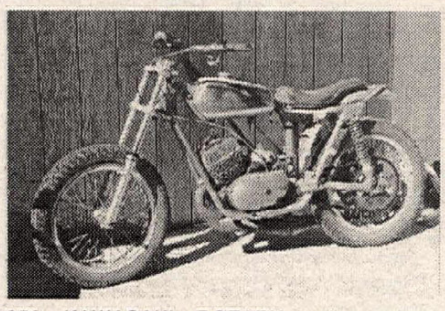
15 motors, trans, cases, heads, 6 VL basket sheet metal wheels new parts, 1930 VL with side car. Sold lot only. Make offer. You will need a big truck. (818)341-8474. CA.

1973 KAWASAKI KH 500, all original, 12,000 miles, spare bike and parts, $2,200. (805)397-5385. CA.

Excellent Vintage

1974 Yamaha SC-500-MX $900, 1969 Husky 410 Cross $800, 1967 Triumph 650 flat track $2,500. (503)463-0226. OR.



350 KAWASAKI ROTARY valve motor. Trackmaster? Ceriani forks, Barnes wheels, has compression and spark very complete. $700. (520)778-3458. AZ.

XL 100 Honda

Frame off restoration. Rebuilt motor. New chain, tires, tank seat, harness. Fully polished. Ready for trials or show. No disappointments. $1,200. (510)689-8933. CA.

'54 Norton Model 7

500 twin, complete, many new parts, restoration started. $3,300. (562)596-6205. CA.

QUIK SHOP

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championship.

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Mickael Pichon, Nathan Ramsey, and #1 Tim Ferry

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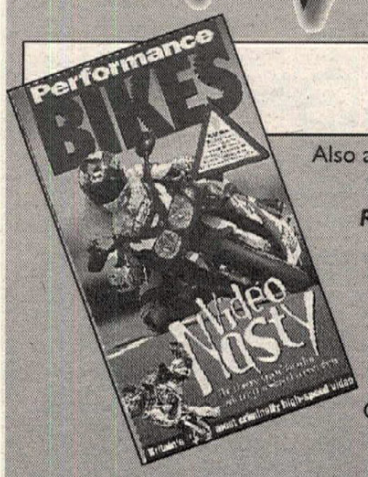
What's happening? Cycle News Calendar.

X-FACTOR VIDEOS



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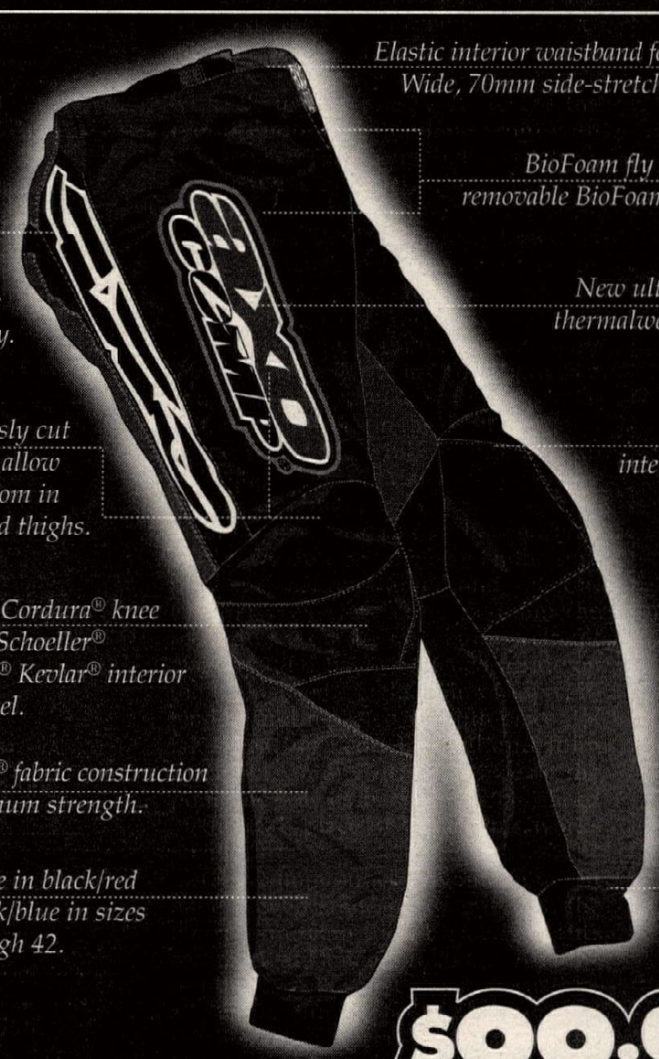
AXO COMP PANTS



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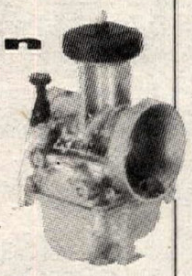

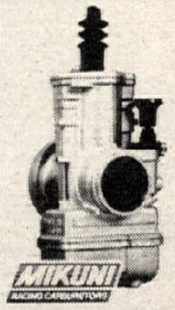

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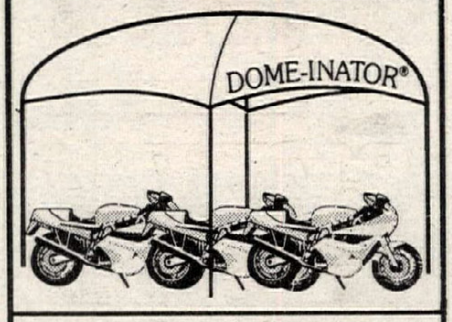

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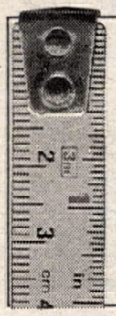

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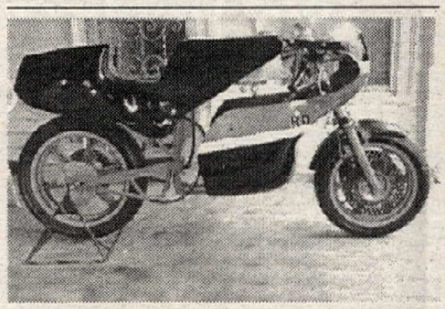

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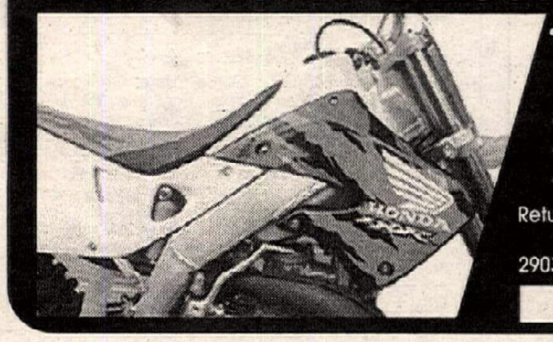

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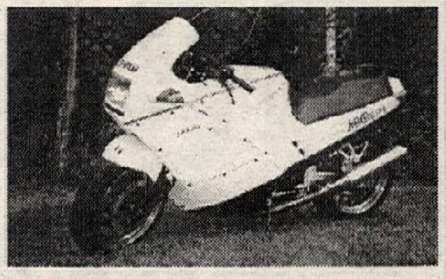

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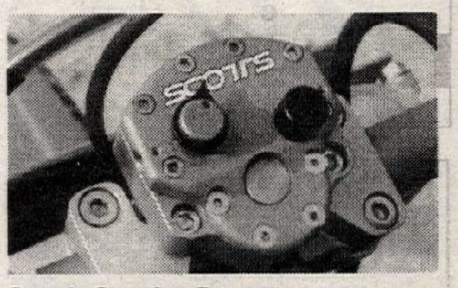

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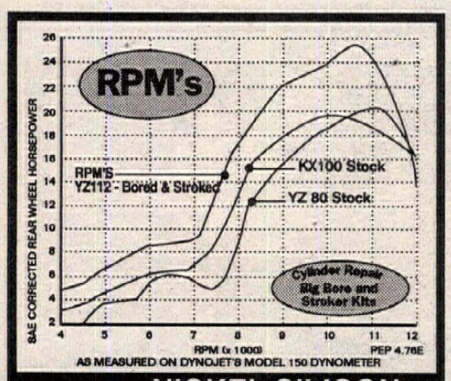

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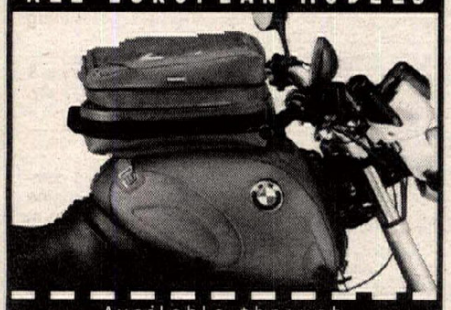

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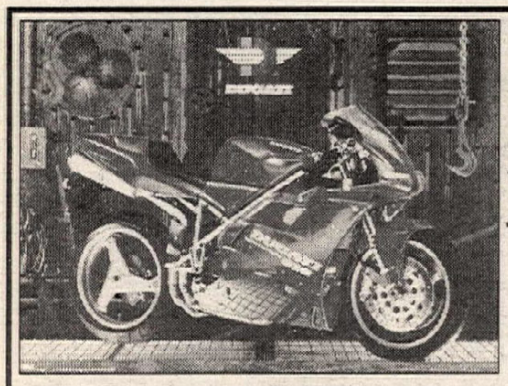

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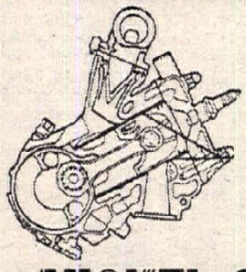

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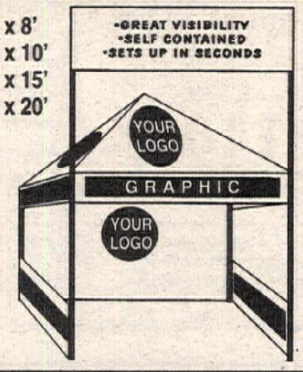

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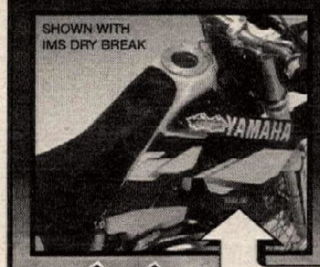

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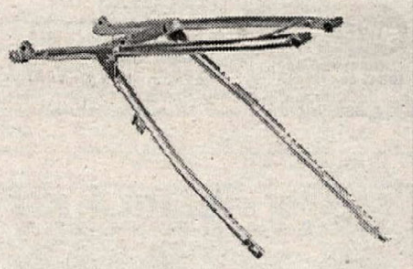

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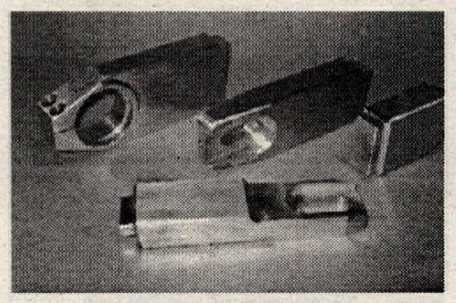

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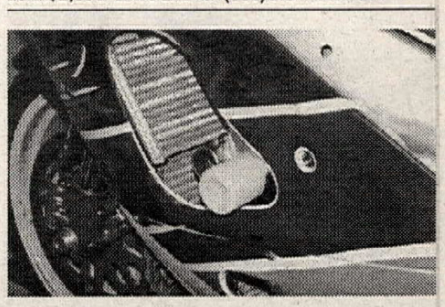

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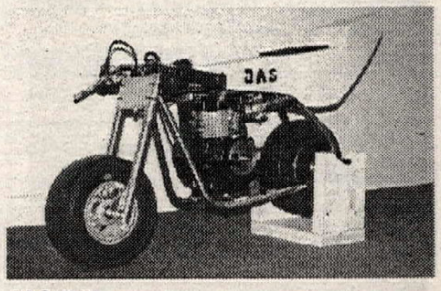

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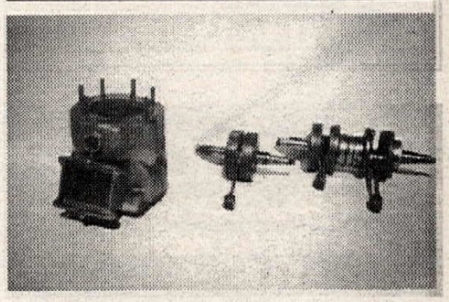

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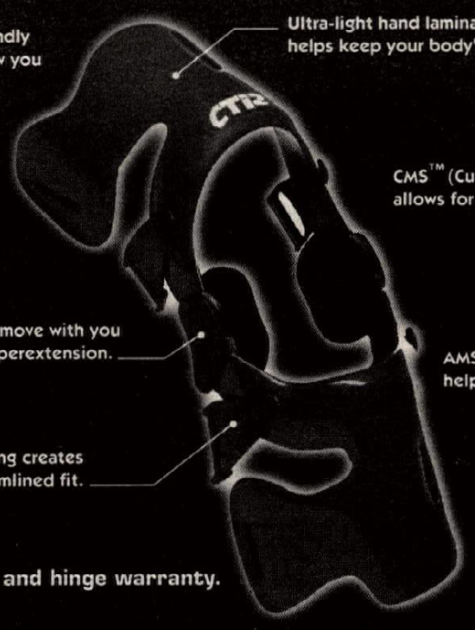

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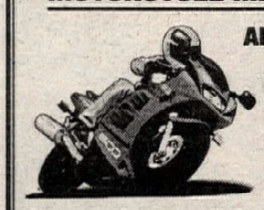

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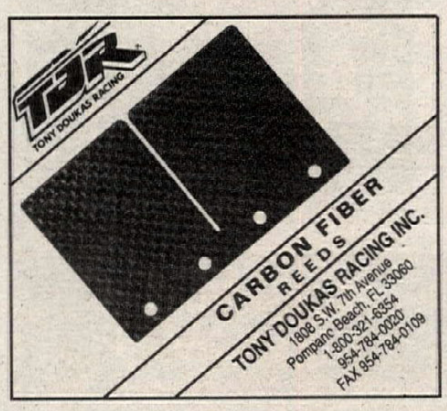

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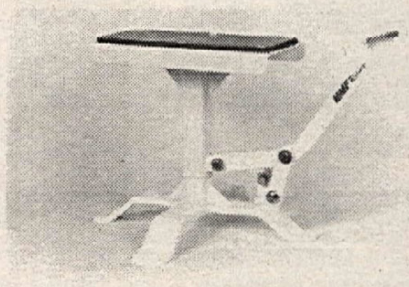

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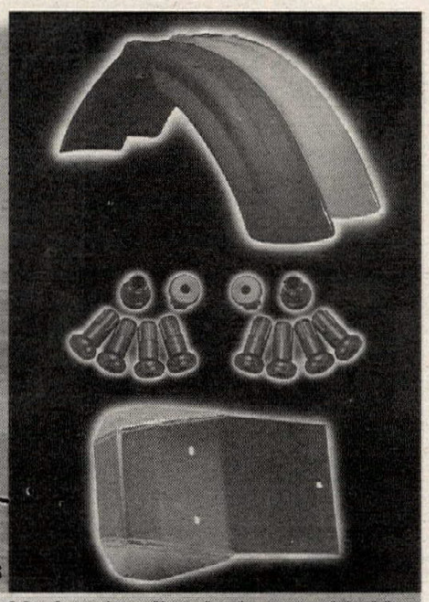

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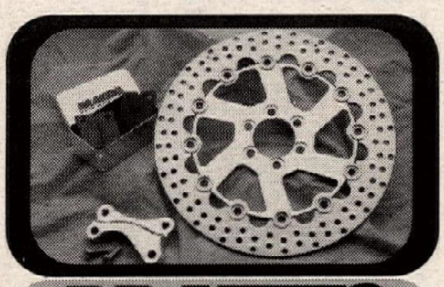

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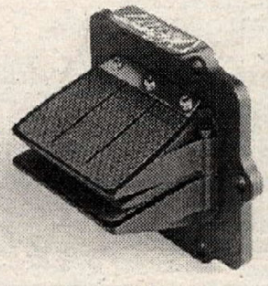

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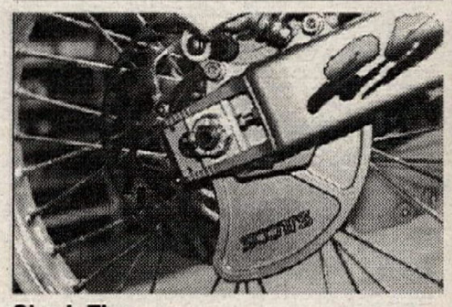

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A VIEW FROM THE FENCE

BY ERIC JOHNSON

Late last week, Roger DeCoster casually mentioned to me that he had heard a strong rumor that the Gainesville National would no longer be a part of the AMA National Championship Motocross Series. While news of the swirling rumor certainly caught me off guard, I wasn't too surprised, as a number of key players in American motocross have certainly had it out for Gainesville for a very long time.

Commonly referred to as the "Orphan National," Gainesville was the much maligned, non-sequitur of U.S. motocross. You see, for certain reasons, primarily due to logistics and the self-serving interests of a certain promoter group, the so-called "Gatorback National" was slotted into an early March schedule position - smack in the middle of the AMA Supercross Series.

And with that, year in and year out (right around the time of the annual Atlanta Supercross), the howling and complaining would begin to be heard from the manufacturers, riders, mechanics and team managers. "Why in hell would a National be held deep in the throes of the supercross season?!" they would rant and rave. "The second National of the year doesn't even take place until May! Our bikes aren't even close to being sorted out for the outdoor circuits!"

For all intents and purposes, they were right. But that doesn't mean Gainesville wasn't an intriguing and cool breath of fresh air for thousands of American motocross fans.

While no one will argue that the AMA Supercross series is the most prolific and prestigious off-road motorcycle racing series in the world, to die-hard motocross enthusiasts, the true beginning of the new season was marked by the starting gate hitting the dirt at Gainesville. Since 1984, when it replaced the Sacramento-based Hangtown National as the series opener, the Gatorback National in Gainesville, Florida, has launched the AMA National Championship Motocross Series into the new season.

Out of the smoky, klieg-lit, beer-soaked stadiums for a short spell, Gainesville took place in the true "great outdoors." Etched out of a long-abandoned limestone quarry, the Gatorback circuit - located in north central Florida - had evolved over the years into an eccentric, wheel-eating mix of sand, hardpack, whoops, square-edged holes, drop-offs, elevator jumps and high-speed sweeper turns. Wind, rain, heat, mud, humidity, 35-minute motos, jerseys flapping in the breeze, and a breathtaking 40-rider charge into the first turn were all part of the mystique of Gainesville's 14-year-old classic motocross "soul."

And perhaps more than anything, Gainesville marked the true beginning of the second season of American motocross. Typically slated to run the first week in March, the geographically friendly Gainesville National bridged the gap between the Atlanta and Daytona Supercross events when the stadium series made its annual swing through the southeastern region of the nation. The Atlanta Supercross, normally scheduled as the sixth or seventh round of the AMA Supercross series, is - more often than not - the harbinger of the ultimate outcome of the year's supercross championship chase. In other words, from the perspective of the racer, if you're not doing well by the time the circus hits the Georgia Dome, it's going to be a long-ass haul of a season.

That's where Gainesville came into play. The Florida National provided all American racers with a new lease on life: a chance to start the season from a blank sheet of paper. Everyone was tied in points when the gate dropped at Gatorback.

However, what really got me thinking about Gainesville recently wasn't so much DeCoster's news, but an old magazine I stumbled upon over the weekend. Within were a number of pictures from the 1989 Gainesville National - a National that in one afternoon sent the secular world of American motocross spinning on its axis.

So in order to pay homage to the great event, despite some of the unfortunate - and understandable - negativity shrouding it, the time felt right to speak of the watershed race that in many ways personified the unique and quirky Gatorback National.

The 1989 Gainesville National was, by numerous accounts, arguably the most epic and eventful one ever held in the United States of America. By the time the sun set over the north central Florida circuit that March afternoon, the sport's number-one rider was left with a broken wrist and a ruined career; a Frenchman, riding a basically stock motorcycle - with a few bolted-on Pro Circuit aftermarket parts - had beaten the Americans for the first time in over a decade; and two young rookies had dominated the proceedings in the rough-and-tumble 125cc class.

During Sunday morning's 250cc National practice session, Rick Johnson, who had won the first five supercross events of the 1989 season, pointed his factory Honda at a small uphill jump and rolled on the throttle. At the same time, Texas privateer Danny Storbeck took aim at the jump. Somehow, someway, Storbeck got cross-rutted and launched over the jump out of shape. Johnson, who had hit the obstacle at roughly the same time, ended up in the young Texan's path and the two collided in midair. The ensuing collision resulted in Johnson having his wrist snapped by the privateer's errant Honda. Johnson hit the ground - his day over on the spot. In fact, the incident would ultimately sabotage Johnson's entire season (at which time he held a commanding lead in the AMA Supercross Series points standings). Moreover, whether or not people are willing to admit it, Johnson was never the same after the Gainesville crash as, sadly, he could never return to the same level which saw him completely dominate the sport in the years prior. For all intents and purposes, the infamous Gainesville incident was the beginning of the end for Johnson's stranglehold on the sport.

The minute Johnson entered the ambulance at Gatorback Cycle Park, his new teammate Jeff Stanton was immediately cast into the role of Team Honda's main player. He would not let them down. However, the outcome of that morning's shocking events led to another stunning development. Jean-Michel Bayle, a 125cc World Champion from France, who had come to America at his own expense in order to learn from the then-omnipotent Yankees, was about to set the motocross world on its collective head. Supported by Honda's Roger DeCoster and Pro Circuit Racing's Mitch Payton, Bayle lined up for the first moto eager to capitalize on R.J.'s sudden exodus. Meanwhile, on the parade lap, Jeff Stanton's factory Honda was having problems coming to terms with its spark plug. With just a few seconds to spare, the Honda technicians got the bike - and fouled plug - corrected, and Stanton got out of the hole with a dazzling holeshot. It wouldn't last long. Bayle, who had managed a clean start, set out after Stanton and, upon reaching his red rear fender, motored past to win the moto by more than 30 seconds. Shockingly, the Americans had been beaten by a relatively unknown Frenchman. In the second moto, once the pack sorted itself out, Jeff Ward waltzed off into the distance with a clean, convincing moto win. Ward would cross the line ahead of Stanton and French import Bayle - whose third-place finish assured him the overall victory. While the magnitude of the day's events had not yet been fully comprehended and digested, Johnson's serious injury coupled with Bayle's astounding, unexpected overall victory would ultimately leave indelible marks on the history of American motocross.

Not to be outdone, the 125cc class was also a thriller. In the first moto, 16-year-old Yamaha rookie Damon Bradshaw took the measure of the division's old guard of Guy Cooper, Erik Kehoe and George Holland, blitzing to a hugely impressive moto win. Moreover, a cast of aggressive and talented young racers chased Bradshaw all the way home. Larry Ward, Mike LaRocco, Jeff Mataisevich and Mike Kiedrowski also garnered striking results in the first moto at Gatorback. To many insiders, the rise to prominence of the aforementioned group of young riders was a sign of the times that the guard was about to change in American motocross. In the second moto, Mike Kiedrowski and his number-762-factory Honda stomped off with the moto victory, and with it his first overall National win. As fate would have it, the two outstanding rookies, Bradshaw and Kiedrowski, would fight each other to the bitter end for the '89 125cc championship. Ultimately, the "MX Kied" would claim the 1989 AMA 125cc National Championship number-one plate - to replace his misleading number 762 - at Unadilla in mid-October.

If the rumor of Gainesville's demise is, in fact, true, it's a sad state of affairs when a venue that has staged such epic moments in the history of American motocross is boarded up and closed down for business. While the true story of what has led Gainesville to the brink of doom may never be told (word has it that it may be replaced by a supercross event in either New Orleans or Tampa), I'm going to go out on a limb here and proclaim that, come the first week in March, if the Gainesville National is not on the schedule, a number of people are going to be very bummed that the U.S. motocross circus won't be setting up the big tent in the hallowed and funky rock quarry. Too bad. Sometimes it's hard to face reality. CN

LOOKING BACK...

30 YEARS AGO... OCTOBER 5, 1967

Triumph-mounted **Gary Nixon** was on the cover of *Cycle News* blazing to his first-place finish at the 75-Mile National Championship Road Race in Carlsbad, California. With his fifth National victory of the year, Nixon regained the lead in the AMA point standings. Harley-Davidson-mounted **Roger Reiman** and **Fred Nix** finished second and third, respectively. Yamaha swept the 250cc Lightweight final, with **Ron Pierce** taking the win, followed by **Art Baumann** and **Dick Newell**. **Art Baumann** won the 15-lap Amateur Big Bike final, with **Ron Widman** and **Ron Lacher** finishing second and third, respectively. **Fumio Ito** won the 10-lap 250cc Novice final... **Shorty Seabourne** won for the second week in a row at the Ascot half-mile races in California. Fellow BSA rider **Dan Haaby** finished second and **Mel Lacher** finished third on a Harley-Davidson... **J.N. Roberts**, **Steve Hurd** and **Larry Bergquist** finished first through third, respectively, at the Smoke Benders MC Hare Scrambles near Palmdale, California.

20 YEARS AGO... SEPTEMBER 28, 1977

Scenes from the first Motorcycle Olympiad in Orange County, California, were on the cover. **Kent Howerton** won the overall without a class win. **Dick Burleson** won the drag race competition, **Mike Bell** won the TT event, **Bob Hannah** won the cross country/trials and motocross classes, **Marty Smith** won the road race final, and **Rick Hocking** won the short track event... **Tom Penton** and **Dick Burleson** were the only Americans to earn gold medals at the International Six Days Trial in Czechoslovakia, where rain the last two days knocked many Americans off gold status. Zundapp won the manufacturers' title, followed by Jawa and DKW/Hercules... Grand National Champion **Jay Springsteen** took another step toward keeping his title by winning the AMA Grand National Championship/Camel Pro Series Half-Mile in Louisville, Kentucky, while **Gary Scott**, **Ted Boody** and **Kenny Roberts** watched from the sidelines or the back of the pack.

10 YEARS AGO... SEPTEMBER 30, 1987

Honda's **Bubba Shobert**, who had clinched his third consecutive Camel Pro Series title the previous weekend, moved closer to his third straight AMA Grand National Championship by winning the San Jose Mile over Harley-Davidson teammates **Scott Parker** and **Chris Carr**... **Sam Ermolenko** watched helplessly as the 1987 World Speedway Championship slowly slipped from his grasp and into the hands of defending champion **Hans Nielson** in the only two-day World Final ever held in Holland. Ermolenko had the lead on the first day but slipped to third behind **Erik Gundersen** on the second day... Marlboro Yamaha's **Eddie Lawson** won a close race over **Randy Mamola** and his Lucky Strike Yamaha at the Portuguese Grand Prix. **Kevin Magee** rode his Yamaha well enough to deprive series point leader **Wayne Gardner** of the third-place points. **Anton Mang** won the 250cc class, **Paolo Casoli** won the 125cc class and **Jorge Martinez** won the 80cc GP. CN

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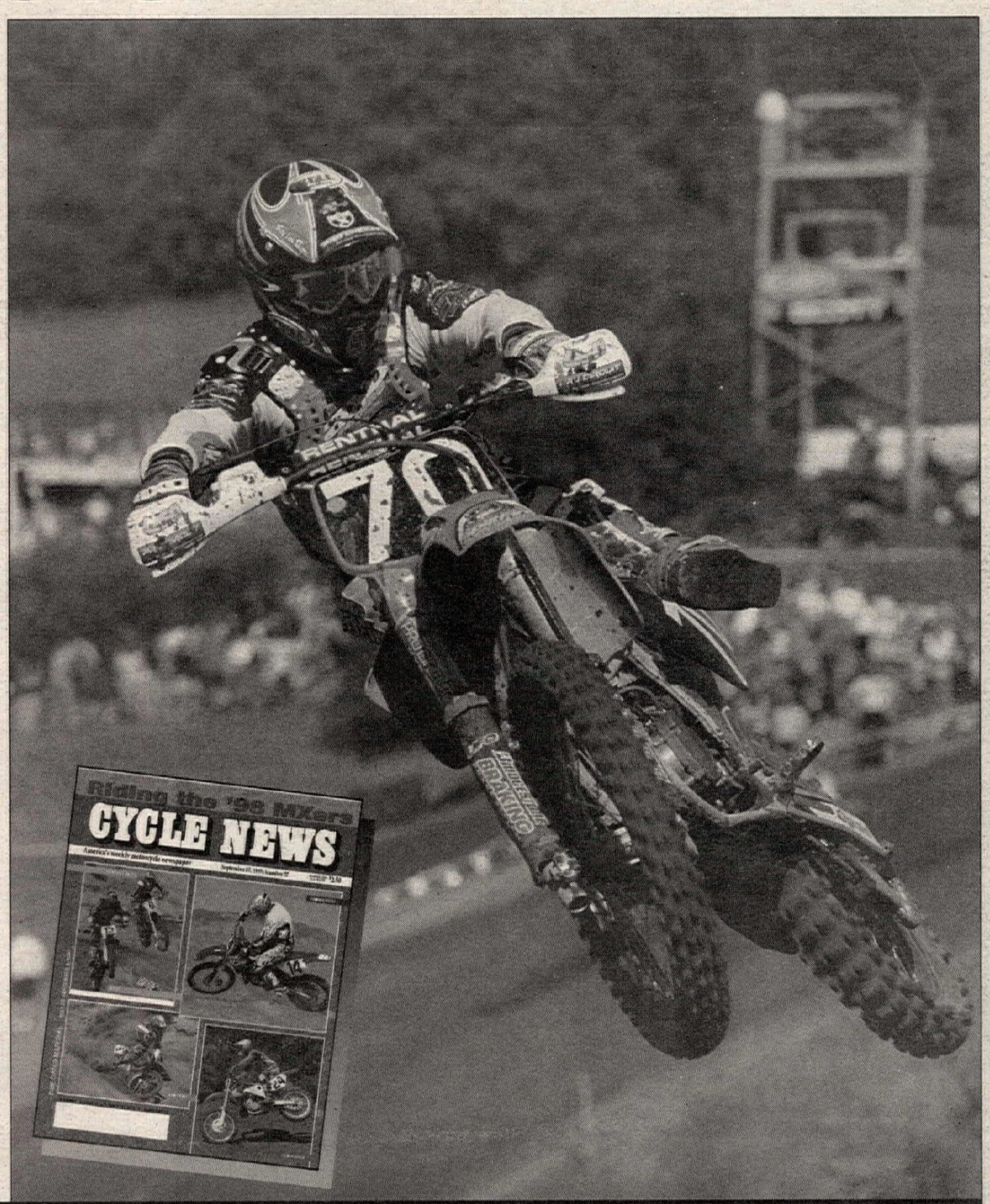

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